

TechLife

NEWS

May 18, 2024

RENEWABLE GENERATION

US ENERGY PANEL APPROVES
RULE TO EXPAND TRANSMISSION

FINAL CUT & LOGIC PRO

THE NEW HEIGHTS
OF THE IPAD PRO M4



BYD SEAGULL

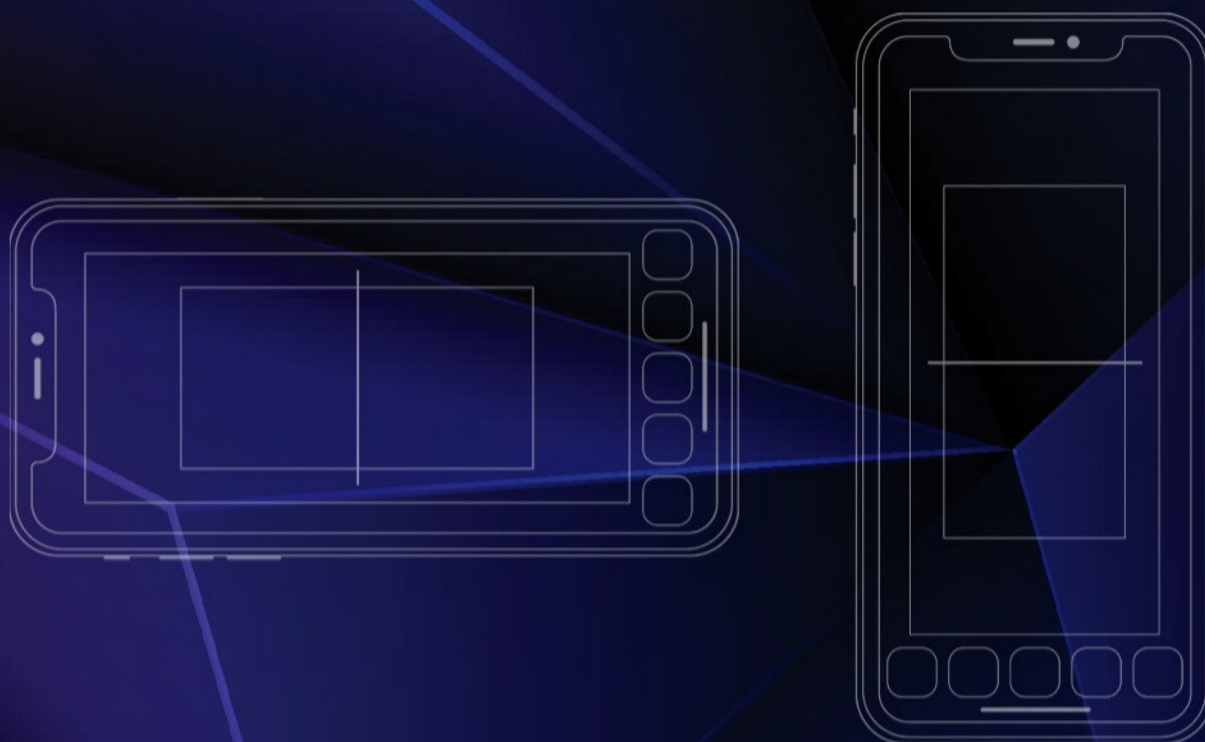
WELL-BUILT CHINESE EV POSES A BIG THREAT TO THE US AUTO INDUSTRY



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NETFLI

**NETFLIX WILL
CARRY NFL
GAMES ON
CHRISTMAS DAY
FOR 3 YEARS,
INCLUDING 2
THIS UPCOMING
SEASON**



Netflix and the NFL announced a three-year deal Wednesday to stream games on Christmas Day.

The streaming giant will carry two games this year and at least one game in 2025 and '26. Defending Super Bowl champion Kansas City will face Pittsburgh in the first game, followed by Baltimore at Houston.

The NFL has played a total of 30 games on Christmas Day since 1971, including three last year. It has stayed away from midweek games, though, until this year's Christmas slate.

Hans Schroeder, the executive vice president of NFL Media, said team owners meeting in March were presented with a plan where teams playing on Christmas Day would have their Week 16 games on Saturday, which would give them the same amount of prep time they normally have in a short week when playing on Sunday and Thursday.

After owners gave the go-ahead to proceed, Netflix approached the league about airing the games.

"We had a broad process and talked to a number of potential parties and ultimately thought Netflix was the one," Schroeder said. "This is really the first truly global rights deal with a major sports league or property. We're going to learn a lot and excited for our fans around the world to enjoy the games on a single platform."

Netflix began airing NFL programming last year with the series "Quarterback." A series on wide receivers will premiere this year. It also live streamed the Tom Brady roast on May 5 and will have a 10-part documentary series later this year on Jerry Jones and his ownership of the Dallas Cowboys.









Netflix's forays into carrying live sports began last year, but they were exhibition events in golf and tennis. It is also scheduled to air the July 20 bout between Mike Tyson and Jake Paul and next year will start carrying World Wrestling Entertainment's flagship show, "Raw."

"People love football and we do, too. These games go with our big-event live strategy of all the live programming we have done in this last year — like The Tom Brady roast, the Netflix Slam and the upcoming Jake Paul vs Tyson boxing match. We're excited about having the NFL conversation around Christmas Day," Bela Bajaria, Netflix's chief content officer, told.

Who Netflix will use to announce and produce the holiday doubleheader remains to be determined.

The bigger question is how the move from broadcast television to streaming will impact ratings as the Christmas games typically get large audiences. Last year's three games averaged 28.68 million viewers. The early afternoon contest between the Las Vegas Raiders and Kansas City Chiefs averaged 29.48 million.

CBS Sports CEO and president David Berson welcomed Netflix even if it meant his network not having a game on Christmas Day.

"Good for Netflix. The more interest for the NFL, the more we're going to benefit," Berson said. "We can't possibly have all of the AFC games — we know some will go to NBC, ESPN, Amazon and in this case Netflix," he said. "It's great to have them part of this. Welcome to the party."

Even though there have been some criticisms about more games moving to streaming, NFL fans have mostly stayed tuned in.





According to Nielsen figures, last season's 16-game "Thursday Night Football" package on Prime Video averaged 11.86 million viewers, a 24% increase over 2023. Two games had more than 15 million viewers, including 15.3 million for the Nov. 30 matchup between the Seattle Seahawks and Dallas Cowboys.

The Jan. 13 AFC wild-card playoff game between the Miami Dolphins and Kansas City Chiefs on Peacock averaged 23 million, a record for the most-watched event on a streaming service. It also surpassed the audiences for the Saturday night wild-card playoff games that were shown on NBC in two of the past three years.

"We looked at all those elements and then looked at what the Netflix audience could do with its reach," Schroeder said. "We want to continue to reach our fans on these new platforms and where we know they're spending their time. And to bring in a new partner that can speak to an even wider audience is something we're excited about."

In keeping with the NFL's longstanding policy on games that are carried on cable or streaming platforms, Netflix's Christmas games will air on broadcast TV in the competing teams' home cities and will be available on mobile devices in the U.S. with NFL+.

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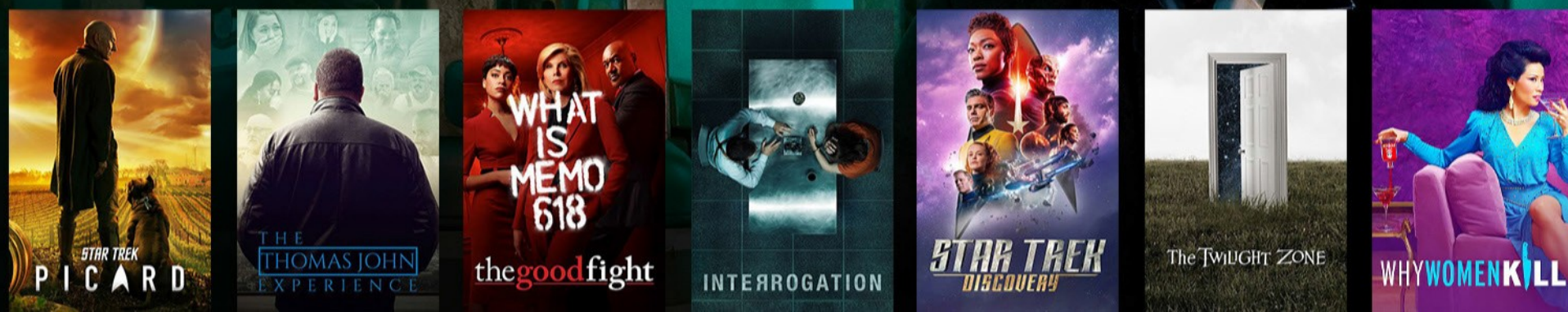
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TECH TIP: PROTECTING YOUR CAR FROM THE GROWING RISK OF KEYLESS VEHICLE THEFTS

They appear like ghosts in the night, standing outside your house, one holding up an antenna while the other crouches next to the car parked on the driveway. Within seconds, your car is gone, yet another victim amid a surge in auto theft enabled by the technology designed to make it easier to unlock and start vehicles.

Auto technology has evolved and many newer cars use wireless key fobs and push-button starters instead of traditional metal keys. The fob sends a short-range signal, so when the driver approaches the car, it automatically

unlocks the door. This saves you the hassle of digging out your keys when you've got your hands full with groceries.

But that technology also makes things easier for thieves. The wireless fob will continue to emit a signal even if you're not using it. Thieves prowl neighborhoods at night looking for cars parked outside so they can carry out so-called relay attacks. Using portable equipment that can pick up the faint signal from a fob inside the house or parking lot, they relay it back to a transmitter that can clone the signal.

Officials have urged carmakers to reduce the security vulnerabilities and warn owners about the risks.

So what can you do to reduce the odds that your car will be gone in 60 seconds? "It's relatively easy for drivers to protect themselves," said Steve Launchbury, principal engineer of automotive security at Thatcham Research, a U.K.-based automotive risk intelligence company. Here are some tips:

USE A SIGNAL BLOCKER

A simple but effective way to stop auto bandits from purloining your key fob signal is to use a Faraday bag or pouch. They're lined with a conductive metal mesh that blocks the transmission of electromagnetic signals.

The pouches aren't expensive, and you can also get boxes that do the same thing. But experts advise testing to make sure they work. Just put the key fob inside and approach your car. If the doors don't automatically unlock, then the signal is being blocked.





It's also important to remember to use it whenever you leave your vehicle, and don't forget to put all of your key fobs inside, including any spares.

But ignore some advice making the rounds on the internet telling you to put your fob in the microwave or freezer. It doesn't have the same effect as a Faraday bag, and you risk damaging your key.

GET AN OLD-FASHIONED LOCK

Try an old-school solution by using a physical lock. Some police forces advise car owners to use them to make your vehicle look less tempting to steal. The reasoning is that a would-be thief might be deterred by the effort needed to cut through the lock and instead turn their attention to an easier target.

Locks, in the shape of a disk or a long bar, clamp onto the steering wheel and make it difficult to steer. There are also versions that prevent the car from being put in gear. The downside is you'll need extra time to attach or remove it whenever you aren't driving.

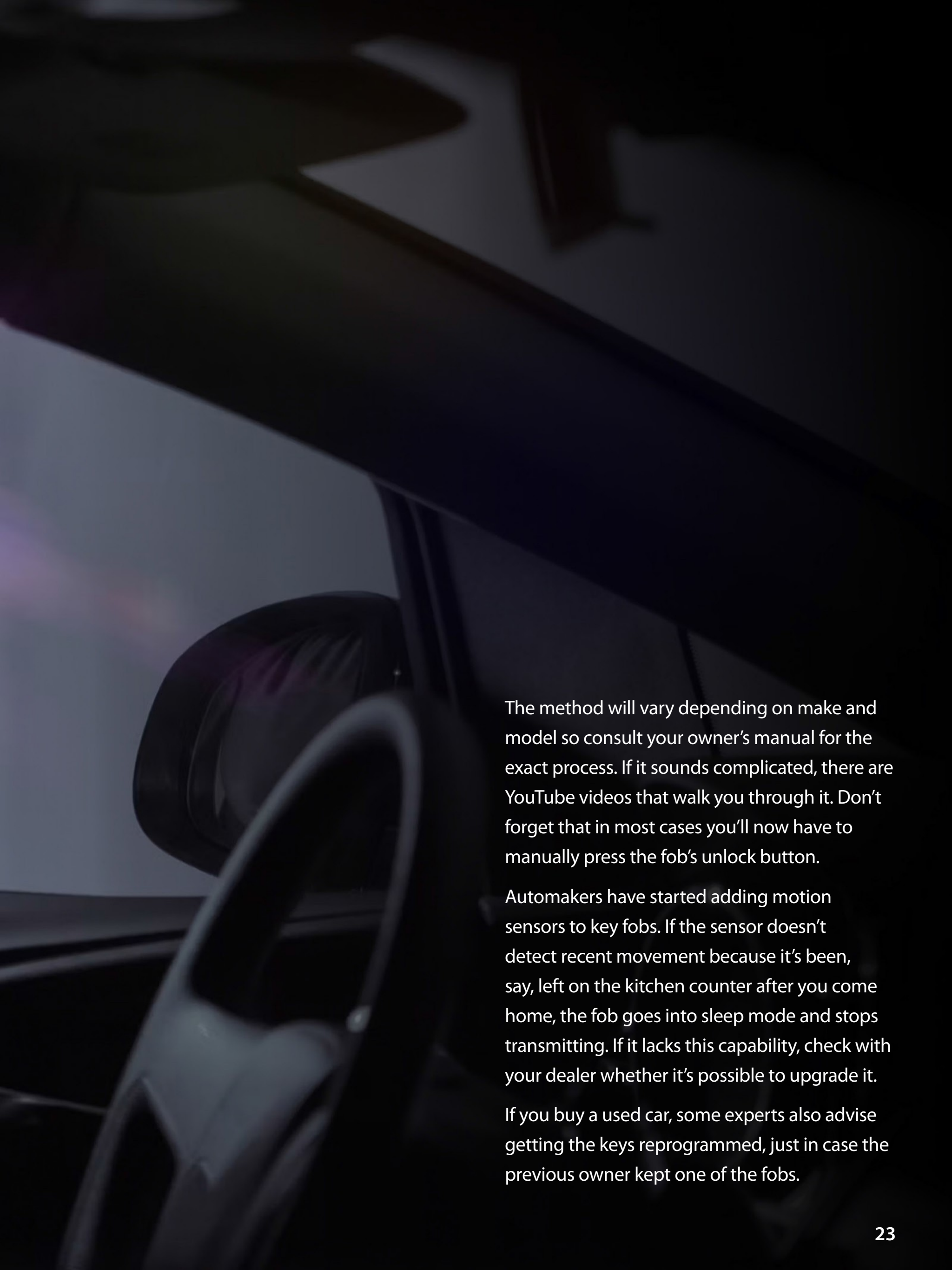
CHANGE UP YOUR SETTINGS

For many cars, it's possible to deactivate the wireless setting so that you can't open the door remotely. For Fords, Hondas and Audis, use the touchscreen menus. If you own a Toyota, you can temporarily disable the signal by holding down the fob's lock button and at the same time pressing the unlock button twice. If you've done it correctly, the fob's indicator light should blink four times. Be aware that the next time you press any button, remote unlocking will be reactivated.









The method will vary depending on make and model so consult your owner's manual for the exact process. If it sounds complicated, there are YouTube videos that walk you through it. Don't forget that in most cases you'll now have to manually press the fob's unlock button.

Automakers have started adding motion sensors to key fobs. If the sensor doesn't detect recent movement because it's been, say, left on the kitchen counter after you come home, the fob goes into sleep mode and stops transmitting. If it lacks this capability, check with your dealer whether it's possible to upgrade it.

If you buy a used car, some experts also advise getting the keys reprogrammed, just in case the previous owner kept one of the fobs.





WATCH OUT FOR NEW METHODS

Researchers have uncovered a new auto theft technique that doesn't target radio signals. The controller area network, or CAN, is "a feature of modern cars which allows different components and systems to communicate, (and) has recently been targeted and exploited by thieves," said Thatcham's Launchbury.

The network allows sensors and control modules to talk to each other directly, instead of going through a central node. Thieves take advantage by accessing the network from the car's exterior, usually by removing a headlight and connecting a device that can "inject" a signal, tricking the car into unlocking and starting.

While automakers work on improving CAN security, "there are steps drivers can take today to add layers of security and deter criminals," such as using a physical lock, Launchbury said.

Aftermarket electronic immobilizer systems "should render a criminal's theft tool useless," and might even get you a discount on auto insurance, he said. Thatcham and other companies offer them but the downside is they can be quite pricey.



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CHANGES FROM VISA MEAN AMERICANS WILL CARRY FEWER PHYSICAL CREDIT, DEBIT CARDS IN THEIR WALLETS

Your wallet may soon be getting thinner.

Visa this week announced major changes to how credit and debit cards will operate in the U.S. in the coming months and years.

The new features could mean Americans will be carrying fewer physical cards in their wallets, and will make the 16-digit credit or debit card number printed on every card increasingly irrelevant.

They will be some of the biggest changes to how payments operate in the U.S. since the U.S.





rolled out chip-embedded cards several years ago. They also come as Americans have many more options to pay for purchases beyond “credit or debit,” including buy now, pay later companies, peer-to-peer payment options, paying directly with a bank, or digital payment systems like Apple Pay.

“I think (with these features) we’re getting past the point where consumers may never need to manually enter an account number ever again,” said Mark Nelsen, Visa’s global head of consumer payments, in an interview.

The biggest change coming for Americans will be the ability for banks to issue one physical payment card that will be connected to multiple bank accounts. That means no more carrying, for example, a Bank of America or Chase debit card as well as their respective credit cards in a physical wallet. Americans will be able to set criteria with their bank — such as having all purchases below \$100 or with a certain merchant applied to the debit card, while other purchases go on the credit card.

The feature, already being used in Asia, will be available this summer. Buy now, pay later company Affirm is the first of Visa’s customers to roll out the feature in the U.S.

Some of Visa’s new features are in response to online-payments fraud, which continues to increase as more countries adopt digital payments. The San Francisco-based company estimates that payment fraud happens roughly seven times more often online than it does in person, and there are now billions of stolen credit and debit card numbers available to criminals.

Other new elements are also in response to features that non-payments companies have rolled out in recent years. The Apple Card, which uses Mastercard as its payment network, does not come with a printed 16-digit account number and Apple Card users can request a fresh credit card number at any time without having to dispose of the physical card.

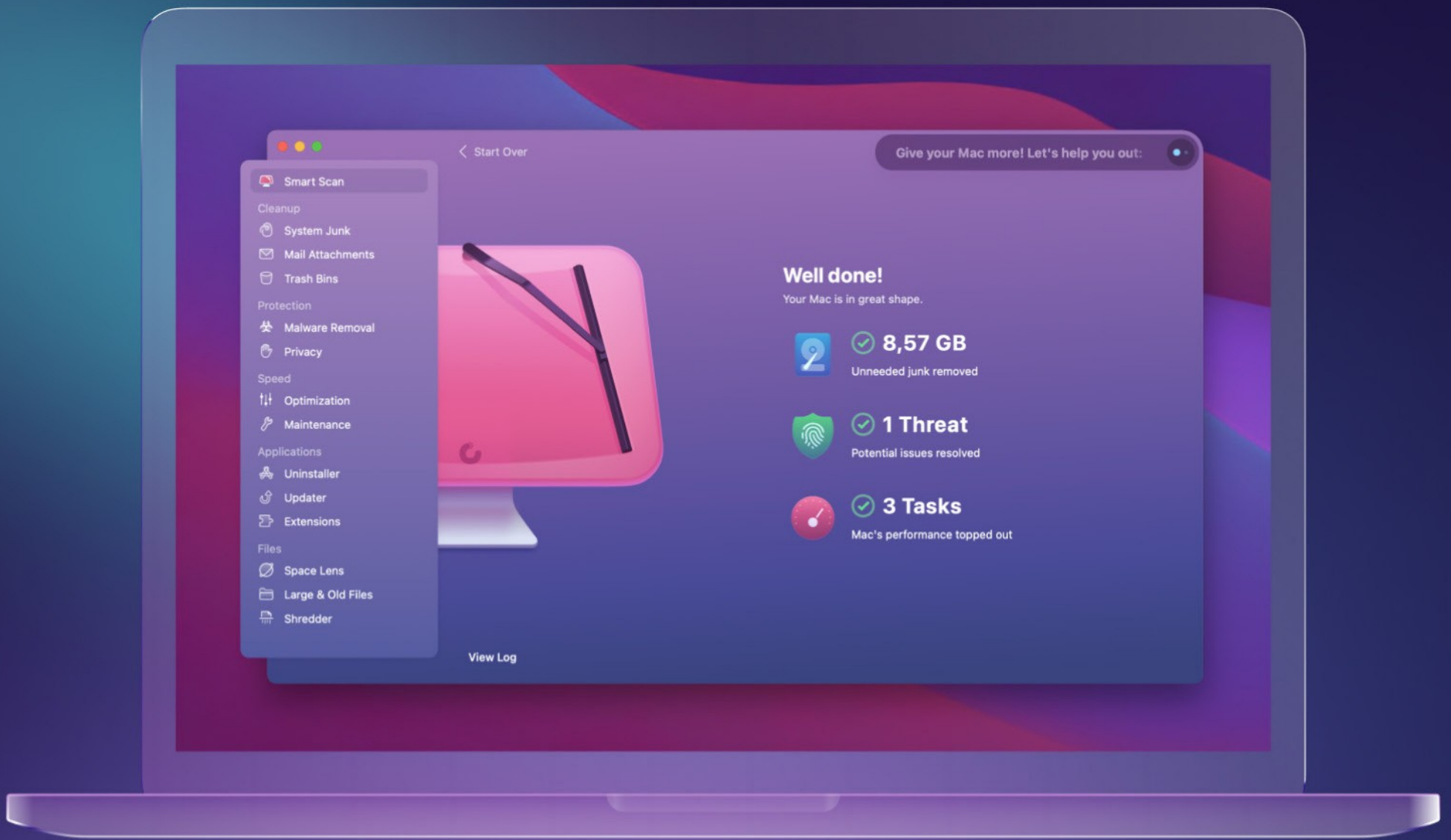
Visa executives see a future where banks will issue cards where the 16-digit account number, if the new cards come with them, is largely symbolic.

Among the other updates unveiled by Visa are changes to tap-to-pay features. Americans will be able to tap their credit or debit cards to their smartphones to add the card to mobile wallets, instead of using a smartphone's camera to scan in a card's information, or tap the card to their smartphones to approve a transaction online. Visa will also start implementing biometrics to approve transactions, similar to how Apple devices use a fingerprint or face scan to approve transactions.

The features will take time to filter down to the banks, which will decide when or what to implement for their customers. But since the banks and credit card companies are Visa's customers, and issue cards with the Visa label, these are features that the financial institutions have been asking for.







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FACEBOOK AND INSTAGRAM FACE FRESH EU DIGITAL SCRUTINY OVER CHILD SAFETY MEASURES

The European Union opened fresh investigations Thursday into Facebook and Instagram over suspicions that they're failing to protect children online, in violation of the bloc's strict digital regulations for social media platforms.

It's the latest round of scrutiny for parent company Meta Platforms under the 27-nation EU's Digital Services Act, a sweeping set of regulations that took effect last year with the goal of cleaning up online platforms and protecting internet users.



The European Commission, the bloc's executive arm, said it's concerned that the algorithmic systems used by Facebook and Instagram to recommend content like videos and posts could "exploit the weaknesses and inexperience" of children and stimulate "addictive behaviour." It's worried that these systems could reinforce the so-called "rabbit hole" effect that leads users to increasingly disturbing content.

The commission is also looking into Meta's use of age verification tools to prevent children from accessing Facebook or Instagram, or be shown inappropriate content. The platforms require users to be at least 13 years old to set up an account. It's also looking into whether the company is complying with DSA rules requiring a high level of privacy, safety and security for minors.

"We want young people to have safe, age-appropriate experiences online and have spent a decade developing more than 50 tools and policies designed to protect them," Meta said in a prepared statement. "This is a challenge the whole industry is facing, and we look forward to sharing details of our work with the European Commission."



Instagram



Instagram



They're the latest DSA cases to focus on child protection under the DSA, which requires platforms to put in place stringent measures to protect minors. The commission opened two separate investigations earlier this year into TikTok over concerns about risks to kids.

"We are not convinced that Meta has done enough to comply with the DSA obligations — to mitigate the risks of negative effects to the physical and mental health of young Europeans on its platforms Facebook and Instagram," European Commissioner Thierry Breton said in a social media post.

The cases announced Thursday aren't the first for Facebook and Instagram. They're already being investigated under the DSA over concerns they're not doing enough to stop foreign disinformation ahead of EU elections next month.

Social media platform X and ecommerce site AliExpress are also being investigated over their compliance with the EU rules.

There's no deadline for the investigations to wrap up. Violations could result in fines of up to 6% of a company's annual worldwide revenue.







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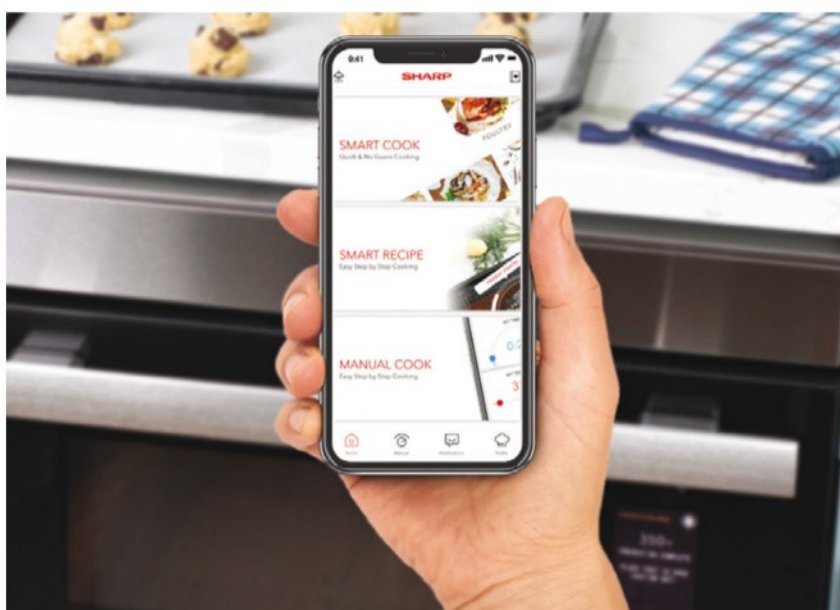
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SMALL, WELL-BUILT CHINESE EV CALLED THE SEAGULL POSES A BIG THREAT TO THE US AUTO INDUSTRY

A tiny, low-priced electric car called the Seagull has American automakers and politicians trembling.

The car, launched last year by Chinese automaker BYD, sells for around \$12,000 in China, but drives well and is put together with craftsmanship that rivals U.S.-made electric vehicles that cost three times as much. A shorter-range version costs under \$10,000.

Tariffs on imported Chinese vehicles probably will keep the Seagull away from America's shores for now, and it likely would sell for more than 12 grand if imported.









But the rapid emergence of low-priced EVs from China could shake up the global auto industry in ways not seen since Japanese makers exploded on the scene during the oil crises of the 1970s. BYD, which stands for “Build Your Dreams,” could be a nightmare for the U.S. auto industry.

“Any car company that’s not paying attention to them as a competitor is going to be lost when they hit their market,” said Sam Fiorani, a vice president at AutoForecast Solutions near Philadelphia. “BYD’s entry into the U.S. market isn’t an if. It’s a when.”

U.S. politicians and manufacturers already see Chinese EVs as a serious threat. The federal government is expected to approve 100% tariffs on electric vehicles imported from China, saying they pose a threat to U.S. jobs and national security.

The Alliance for American Manufacturing says in a paper that government subsidized Chinese EVs “could end up being an extinction-level event for the U.S. auto sector.”

Earlier this year, Tesla CEO Elon Musk told industry analysts Chinese EVs are so good that without trade barriers, “they will pretty much demolish most other car companies in the world.”

Outside of China, EVs are often pricey, aimed at a higher-income niche market. But Chinese brands that are not yet global household names are offering affordable options that will appeal to the masses — just as the U.S., European and many other governments are encouraging a shift away from gasoline-powered vehicles to fight climate change.

“The Western markets did not democratize EVs. They gentrified EVs,” said Bill Russo, the founder of the Automobility Ltd. consultancy in Shanghai. “And when you gentrify, you limit the size of the market. China is all about democratizing EVs, and that’s what will ultimately lead Chinese companies to be successful as they go global.”

Inside a huge garage in an industrial area west of Detroit, a company called Caresoft Global tore apart a Seagull that its China office purchased and shipped to the U.S.

Company President Terry Woychowski, a former chief engineer on General Motors’ big pickup trucks, said the car is a “clarion call” for the U.S. auto industry, which is years behind China in designing low-cost EVs.

After the teardown, Woychowski, who has been in the auto business for 45 years, said he was left wondering if U.S. automakers can adjust. “Things will have to change in some radical ways in order to be able to compete,” he said.

There’s no single miracle that explains how BYD can manufacture the Seagull for so little. Instead, Woychowski said the entire car, which can go 252 miles (405 kilometers) per charge, is “an exercise in efficiency.”

Higher U.S. labor costs are a part of the equation. BYD can keep costs down because of its expertise in making batteries — largely for consumer products — that use lithium iron phosphate chemistry. They cost less but have lower range than most current lithium-ion batteries.









Americans are still learning how to make cheaper batteries, Woychowski said. Ford is building a lithium iron phosphate battery factory, using technology from China's CATL.

BYD makes many of its own parts, including electric motors, dashboards, bodies and even headlights. It also has the advantage of its huge scale — 3 million vehicles sold worldwide last year.

"By having that all in-house and vertically integrated, there's an incredible advantage that they have," Woychowski said.

BYD designs all aspects of its vehicles with cost and efficiency in mind. For instance, the Seagull has only one windshield wiper, eliminating one motor and one arm, saving on weight, cost and labor to install.

U.S. automakers don't often design vehicles this way and incur excess engineering costs, Woychowski said. Hoses, for instance, have to meet longstanding requirements in combustion engines for strength and ability to carry fluid under high pressure, many of which aren't needed for electric vehicles, he added.

The weight savings add up, allowing the Seagull to travel farther per charge on a smaller battery. For example, the Seagull that Caresoft tested weighs 2,734 pounds (1,240 kilograms), about 900 pounds less than a Chevrolet Bolt, a slightly larger electric vehicle made by GM.

So Detroit needs to quickly re-learn a lot of design and engineering to keep up while shedding practices from a century of building vehicles. The trick will be determining which procedures to keep for safety and quality, and

which to jettison because they aren't needed, he said.

"You're going to have to come and be extremely serious about this, and you better park your paradigms at the door," Woychowski said. "Because you're going to have to do things differently."

Even with its minimalist design, the Seagull still has a quality feel. The doors close solidly. The gray synthetic leather seats have stitching that matches the bright green body color, a feature usually found in more expensive cars. The Seagull "Flying Edition" tested by Caresoft has six air bags, rear disc brakes and electronic stability control.

A brief drive through some connected parking lots by a reporter showed that it runs quietly and handles curves and bumps as well as more costly electric vehicles.

While the acceleration isn't head-snapping like other EVs, the Seagull is peppy and would have no problems entering a freeway in heavy traffic. Woychowski says its top speed is limited to 81 mph, (130 kilometers per hour).

BYD would have to modify its cars to meet U.S. safety standards, which are more stringent than in China. Woychowski says Caresoft hasn't done crash tests, but he estimated that would add a couple thousand dollars to the cost.

BYD sells the Seagull, rebranded as the Dolphin Mini in some overseas markets, in four Latin American countries for about \$21,000, twice what it costs at home. The higher price includes transportation costs, but also reflects the









higher profits possible in less cutthroat markets than China.

In Europe, BYD offers larger models such as the Seal, which starts at 46,990 euros (\$50,000), in France. The Chinese maker's top two overseas markets were Thailand and Brazil in the first two months of this year, according to the China Passenger Car Association.

BYD builds electric buses in California and told that it is "still in the process" of deciding whether to sell autos in the U.S. It is weighing sites for a factory in Mexico, but that would be for the Mexican market, two company executives said in media interviews earlier this year.

The company's CEO said at a conference in May that it has no plans to sell EVs in the U.S.

BYD EVs aren't being sold in the U.S. now largely because of 27.5% tariffs on the sale price of Chinese vehicles when they arrive at ports. Donald Trump slapped on the bulk of the tariff, 25%, when he was president, and it was kept in place under Joe Biden. Trump contends that the rise of EVs backed by Biden will cost U.S. factory jobs, sending the work to China.

The Biden administration has backed legislation and policies to build a U.S. EV manufacturing base. The administration also is investigating cars made in China that can gather sensitive information.

Some members of Congress are urging Biden to ban imports of Chinese vehicles, while others have proposed even steeper tariffs. This includes vehicles made in Mexico by Chinese companies that now would come in largely without tariffs.

Ford CEO Jim Farley has seen Caresoft's work on the Seagull and observed BYD's rapid growth across the globe, especially in Europe, where he used to run Ford's operations. He's moving to change his company. A small "skunkworks" team is designing a new, small EV from the ground up to keep costs down and quality high, he told analysts earlier this year.

Chinese makers, Farley said, sold almost no EVs in Europe two years ago, but now they have 10% of the electric vehicle market. It's likely they'll export around the globe and possibly sell in the U.S.

Ford is preparing to counter that. "Don't take anything for granted," Farley said. "This CEO doesn't."

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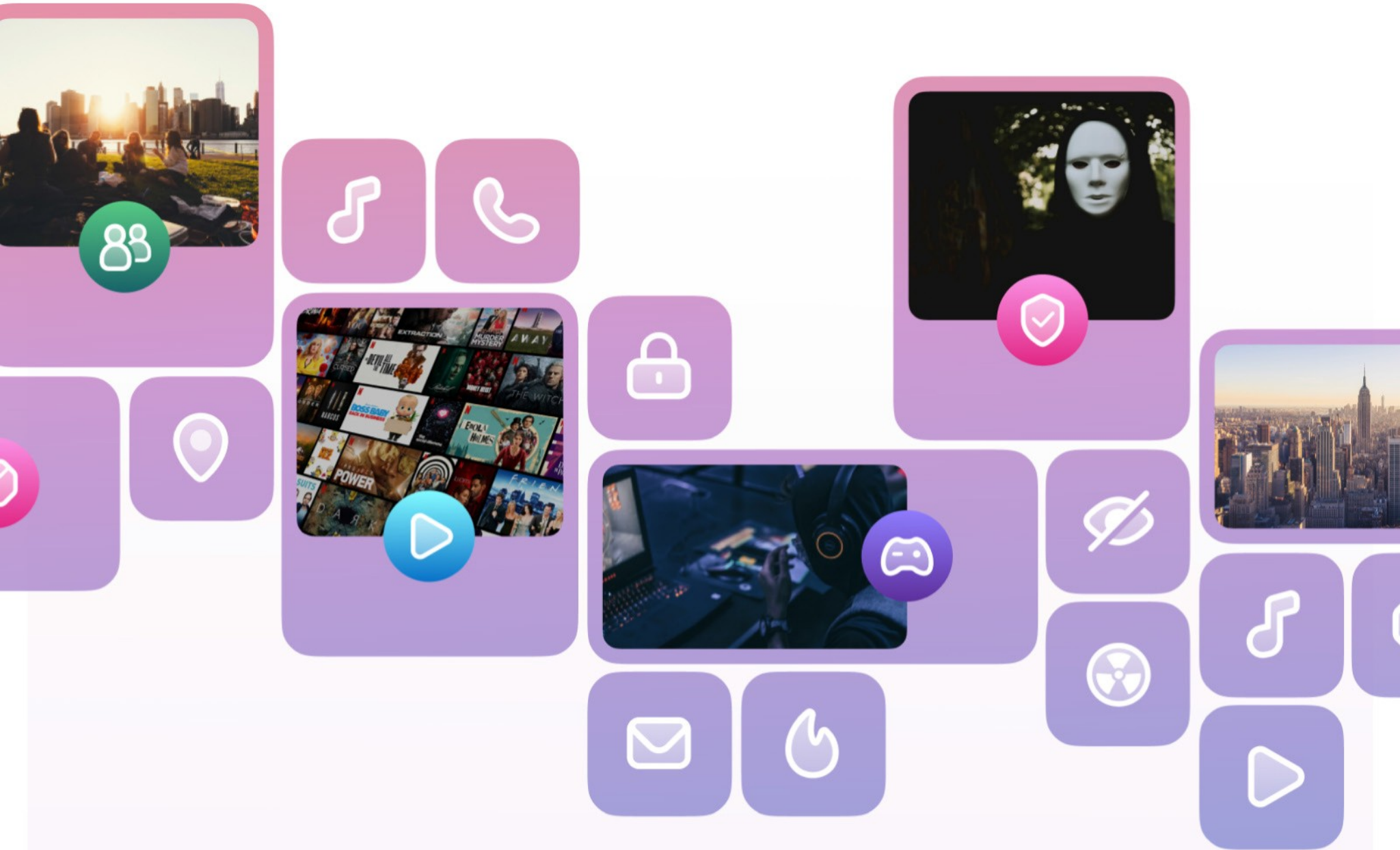
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**ROKU WILL
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Roku will carry Major League Baseball games on Sundays beginning this week, and viewers will be able to watch for free and not be required to use a Roku device, the streaming service announced Monday.

Roku secured multiyear rights for MLB Sunday Leadoff games beginning with the Boston Red Sox at St. Louis Cardinals this Sunday. The telecasts will be produced in collaboration with local broadcast teams. They previously were available through the subscription service Peacock.

Viewers without a Roku device can stream the games on the Roku Channel app, which is free and available on Amazon Fire devices, Samsung TVs and Google TVs. It also is accessible via therokuchannel.com with no login required.

The games also will be available to MLB.TV subscribers.

"With free games available to anyone, MLB games on Roku will be widely accessible to fans," said Noah Garden, MLB deputy commissioner for business and media. "Since Roku serves as an entertainment gateway for millions, this partnership offers a valuable new promotional and distribution platform for MLB games and content."







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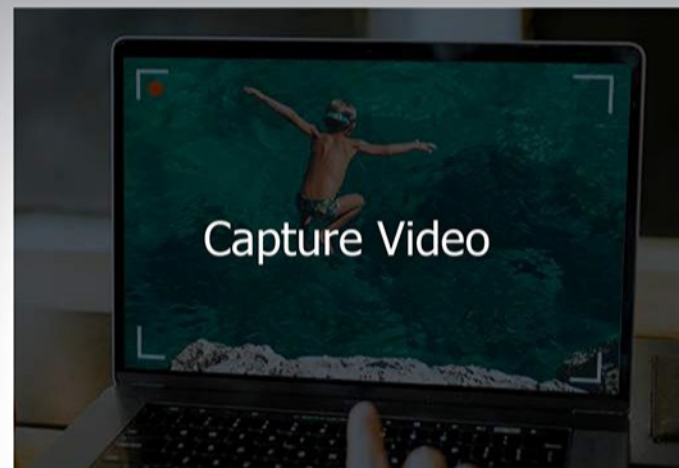
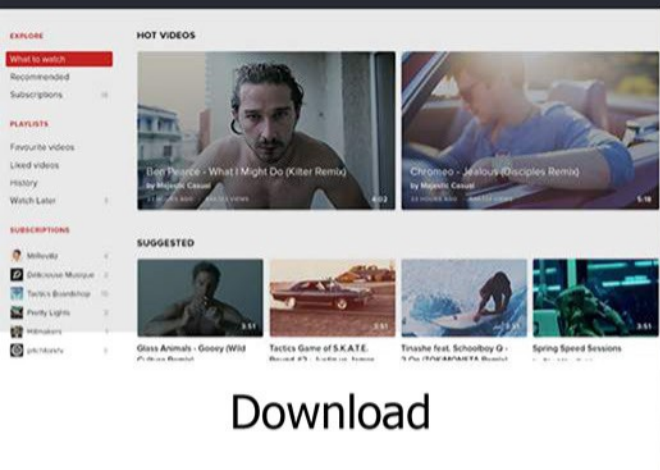
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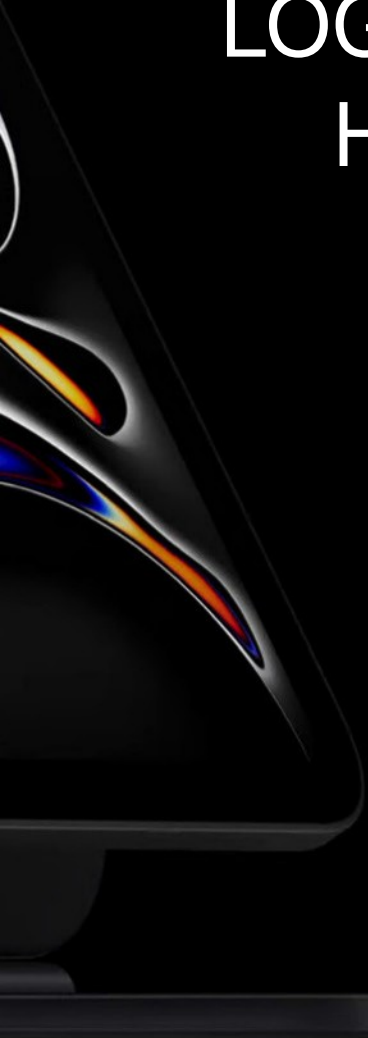
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iPad Pro M4

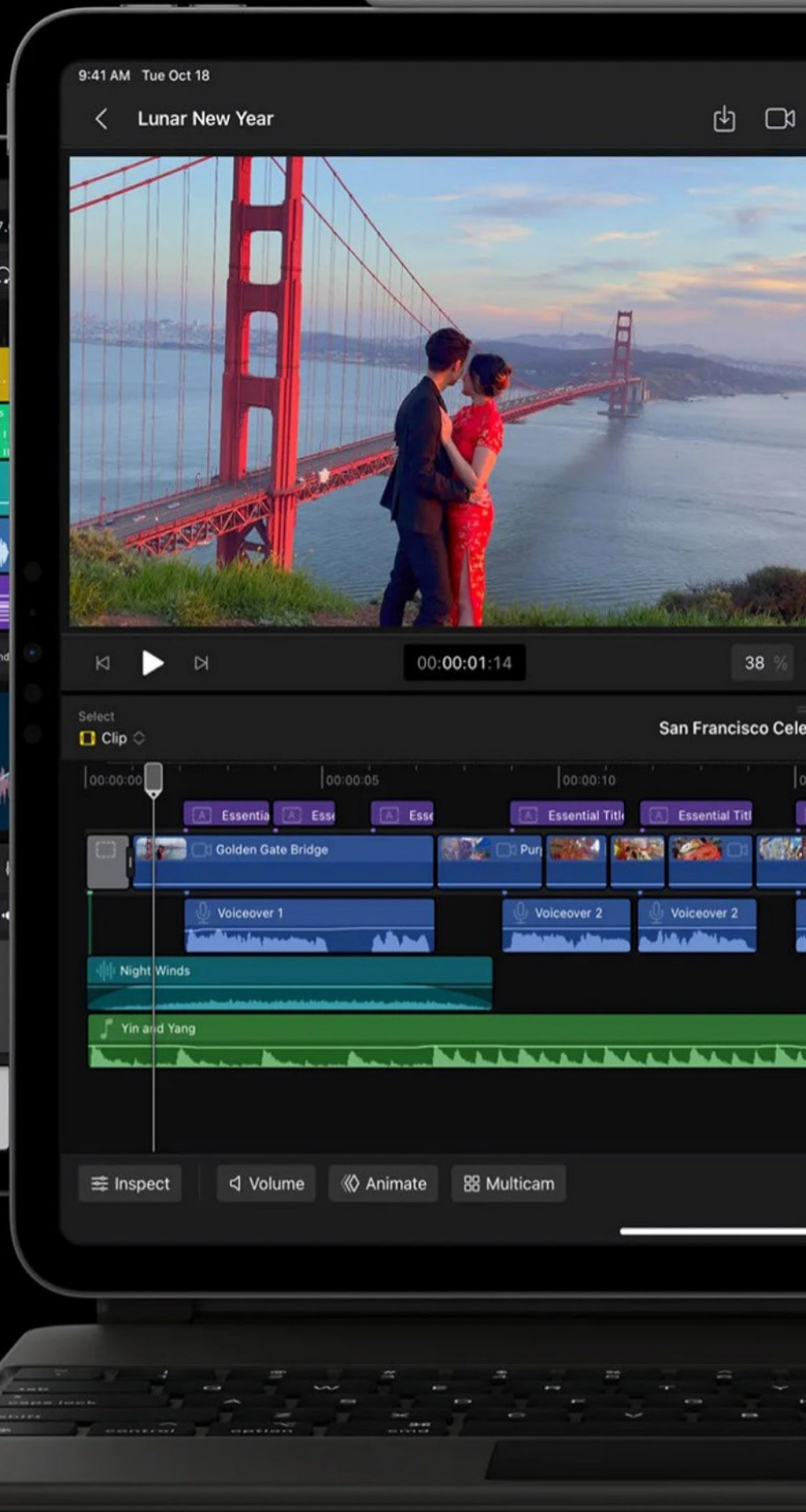
LOGIC PRO & FINAL CUT PRO: THE NEW
HEIGHTS OF MOBILE COMPUTING

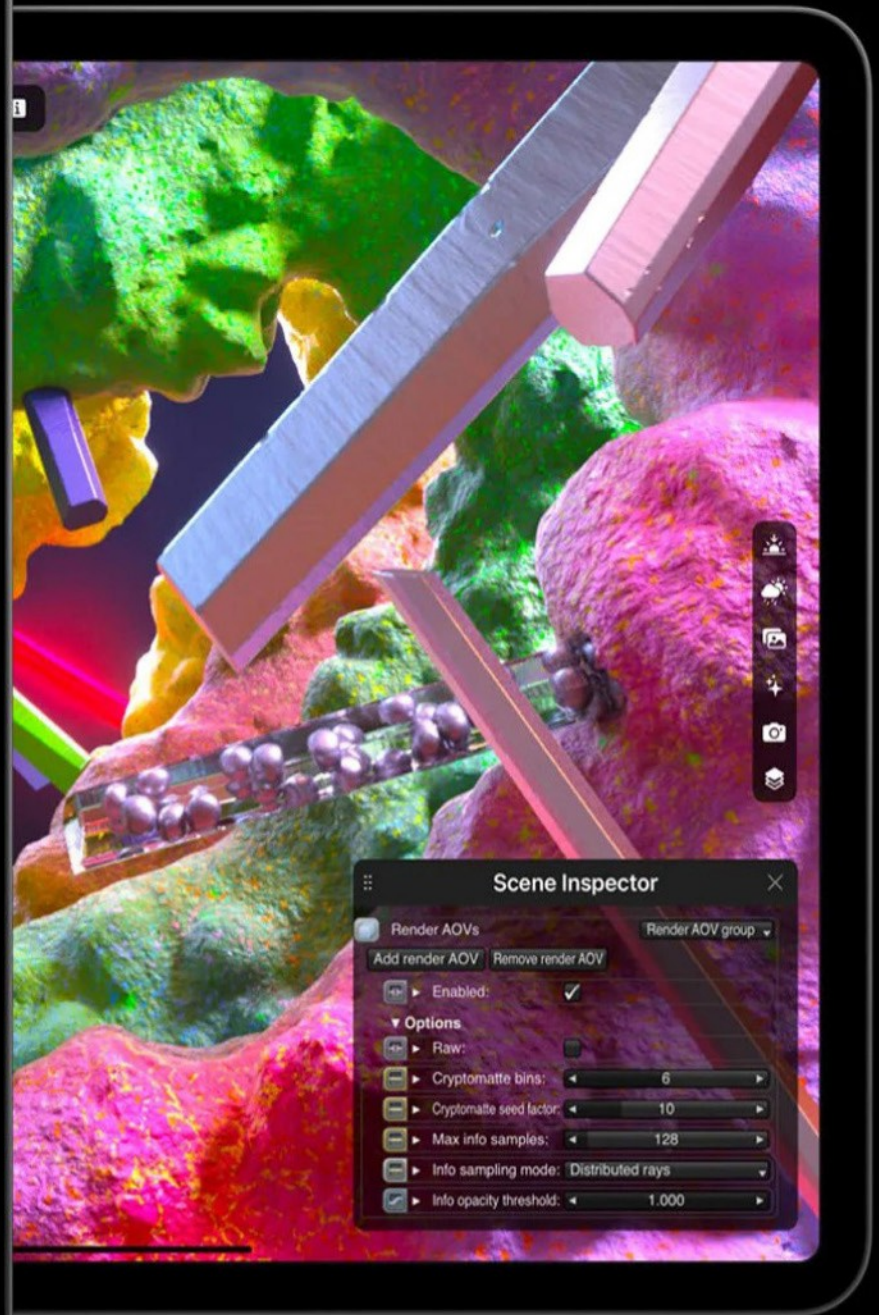
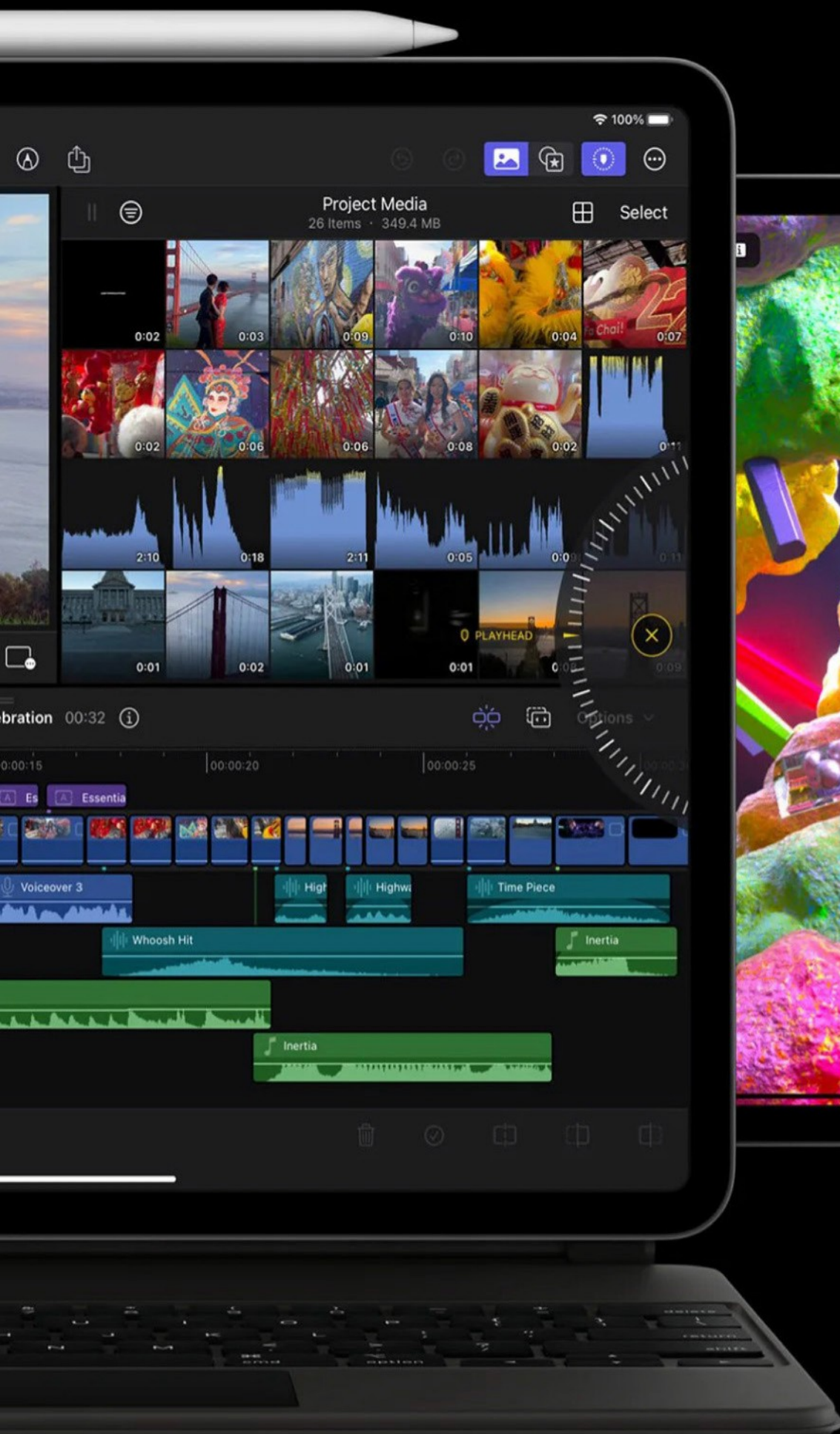




Apple wowed professionals with its all-new iPad Pro and iPad Air at its Let Loose event in May, but it is the accessories and software that will make the next generation of tablets stand out from the crowd and empower users to be more creative and productive than ever before.











INCREDIBLE SOFTWARE FOR IPADOS

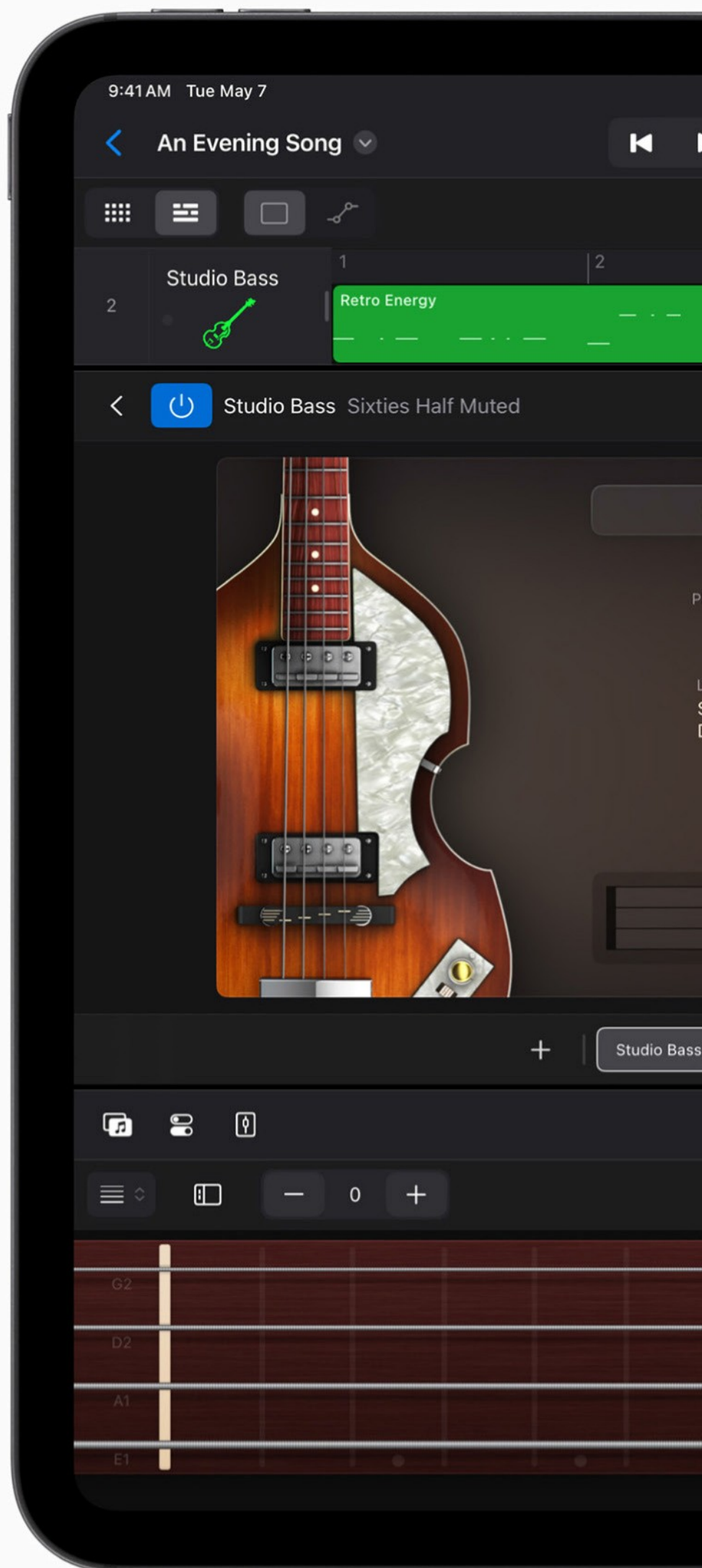
There's no denying that **professionals are keen to see major changes come to iPadOS**, and though we won't know for sure until Apple lifts the lid on the next version at WWDC, Apple's latest software developments for iPadOS are worth talking about. The introduction of Logic Pro for iPad 2 and Final Cut Pro for iPad 2 marks an enhancement in how iPad users can leverage cutting-edge technology to elevate their workflows. For instance, Logic Pro for iPad 2 is just an update but a transformation. It introduces a suite of studio assistant features designed to streamline the music production process without compromising artistic integrity. Key features include Session Players, which builds upon the beloved Drummer capabilities to incorporate a Bass and Keyboard Player, enriching the user's sound with virtual session musicians. ChromaGlow is an innovative tool that adds instant warmth to tracks, perfect for artists looking to enhance their sound with rich, vibrant tones. On the other hand, Stem Splitter is a groundbreaking tool that allows users to extract and manipulate individual parts from a single audio recording, offering more control over their creations. These **make Logic Pro for iPad 2 an indispensable tool** for musicians seeking to harness the full potential of their creative abilities.

Slated for release later this spring, Final Cut Pro for iPad 2 brings powerful new functionalities that turn the iPad into a mobile production studio. The standout feature, **Live Multicam**, allows users to manage up to four iPhone and iPad devices simultaneously, providing a dynamic multi-angle video experience. This





capability is supported by the new Final Cut Camera app, which includes features like Manual Controls so that users can directly adjust white balance, ISO, and shutter speed from their device. Monitoring Tools like overexposure indicators and focus peaking ensure optimal video quality. At the same time, the software offers external storage compatibility for the first time, so projects can now be created or accessed from external storage, adding flexibility to the editing process. Apple also announced a whole-new app, **Final Cut Camera** which extends the functionality of Final Cut Pro for iPad by providing essential video-capturing controls. It operates both as a standalone app and in conjunction with Live Multicam, offering professional-grade features such as the ability to adjust settings like manual focus, ISO, and more and access tools like zebras and audio meters to help maintain the quality of recordings. Whether used alone or as part of a larger project, Final Cut Camera adds significant value to video production workflows. From music to video production, these applications enhance productivity and inspire creativity, proving once again that Apple remains at the forefront of technological innovation. Whether for professional use or personal projects, Logic Pro for iPad 2 and Final Cut Pro for iPad 2 are set to become essential components in the digital toolkit of creators worldwide.







Final Cut Camera



Live Multicam

3840 x 2160 · HDR · 30 fps

100%



Done

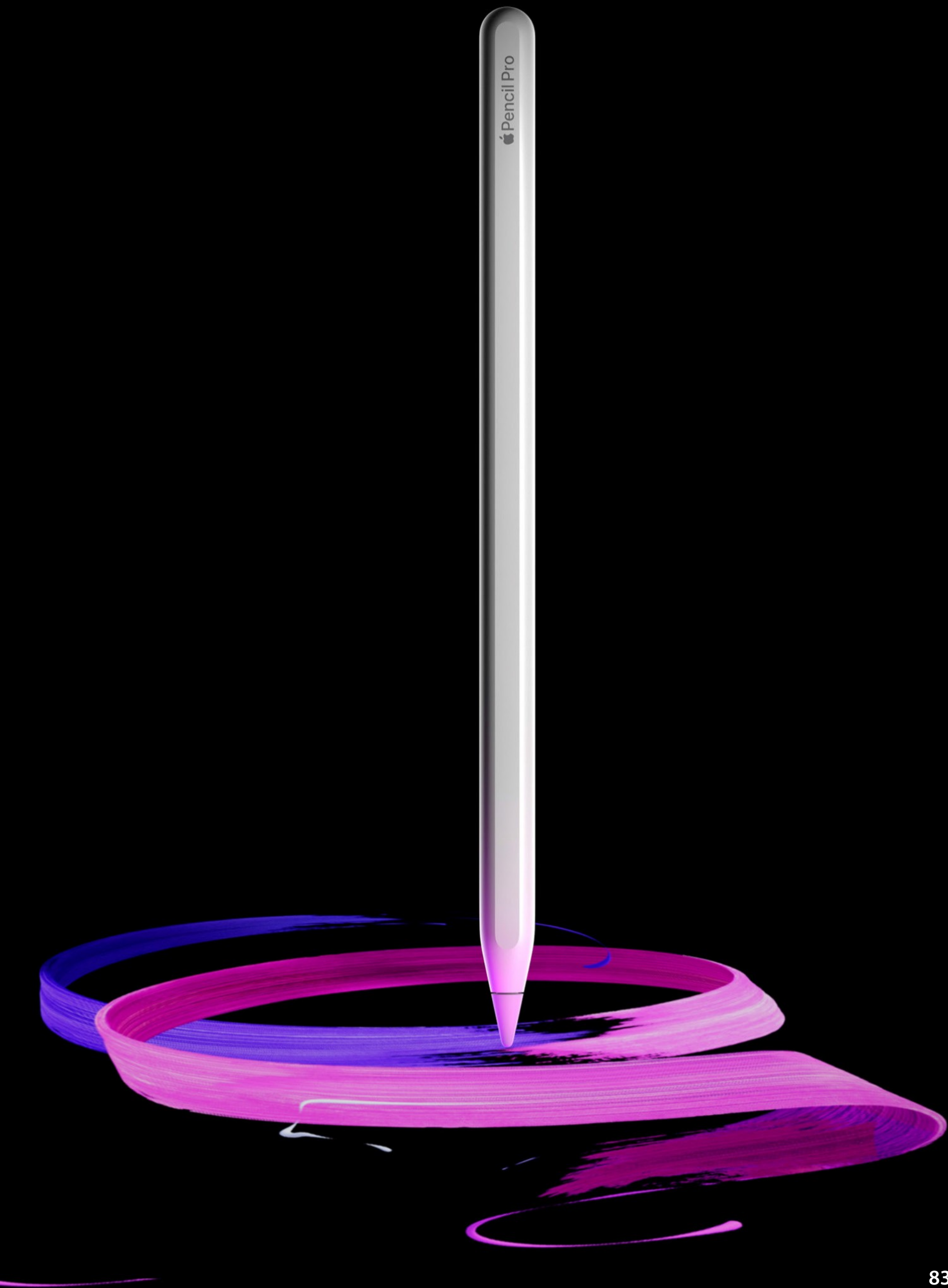


0 Multicam Clips

INTRODUCING THE APPLE PENCIL PRO

Apple's latest product, the Apple Pencil Pro, is a revolutionary tool that enhances productivity and creativity for professionals across various fields. Sure, **we've already got three other Apple Pencils to choose from.** Still, the new model is designed with professionals in mind and introduces advanced features to improve workflow and interaction, making the creative process more intuitive and efficient. Perhaps one of the most essential additions to the Apple Pencil Pro is a new sensor embedded in its barrel. This sensor detects the user's grip strength and activates a tool palette that allows quick switching between tools, line weights, and colors. This feature mainly benefits artists and designers who must transition between tools rapidly without disrupting their creative flow.

Another standout addition to the Apple Pencil Pro is its custom haptic engine, which provides tactile feedback through gentle taps. These confirmations occur when the user squeezes the pencil, double-taps, or snaps to a Smart Shape, offering an intuitive interaction that mimics the physical sensations of using traditional drawing tools. Including a gyroscope in the Apple Pencil Pro enables users to roll the stylus for precise tool control, enhancing the accuracy of strokes and edits. Rotating the barrel adjusts the orientation of the shaped pen and brush tools, closely replicating the experience of drawing with pen and paper. The Apple Pencil hover feature is a significant enhancement, allowing users to see the exact orientation of a tool before making contact with the screen. This capability not only aids in precise tool placement but also enhances the user's ability to plan and execute



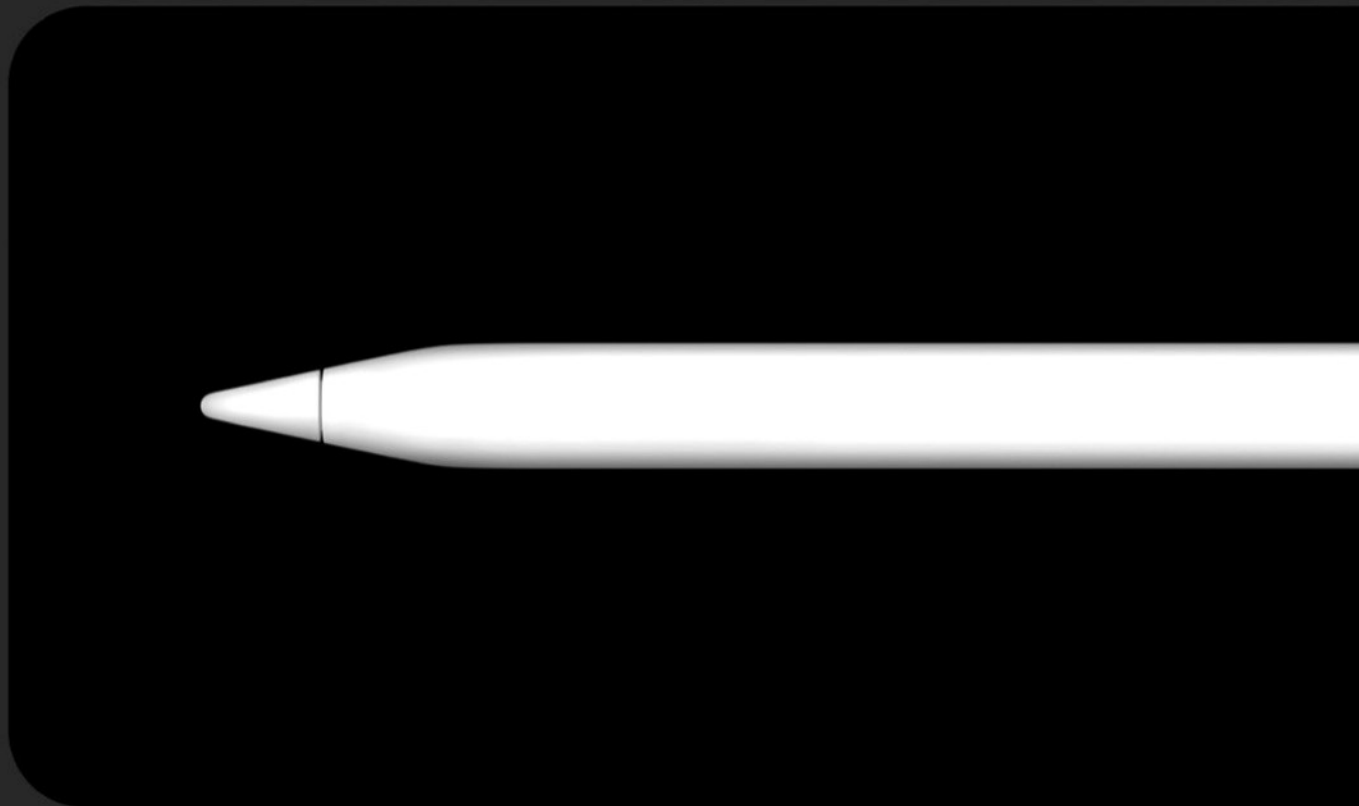
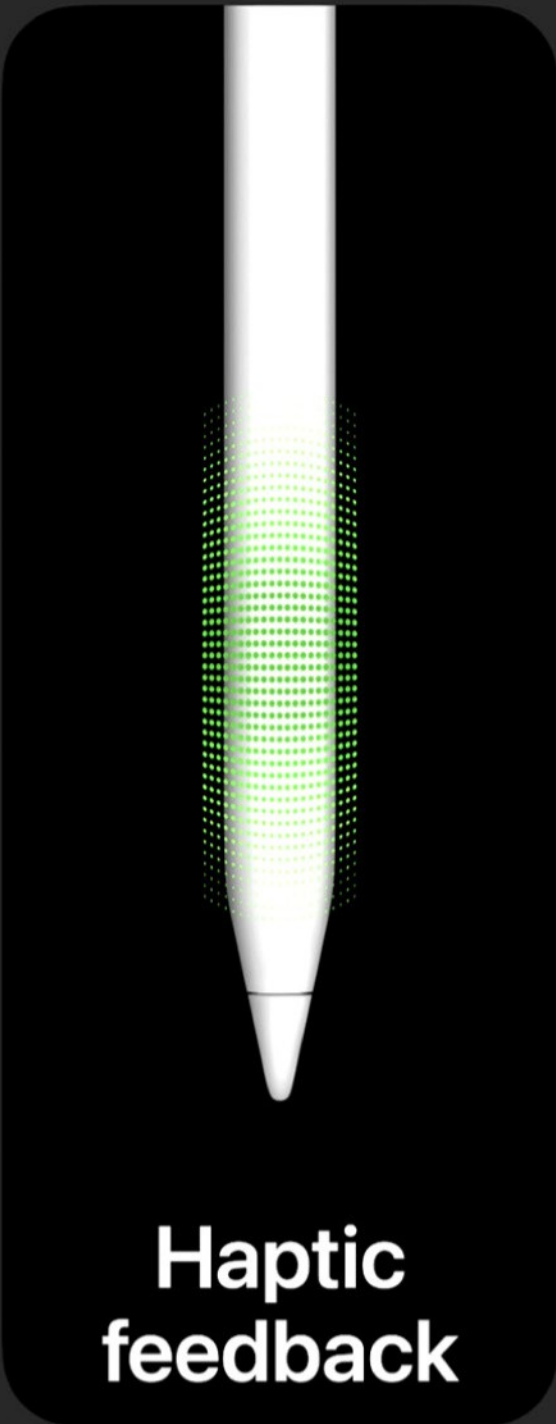
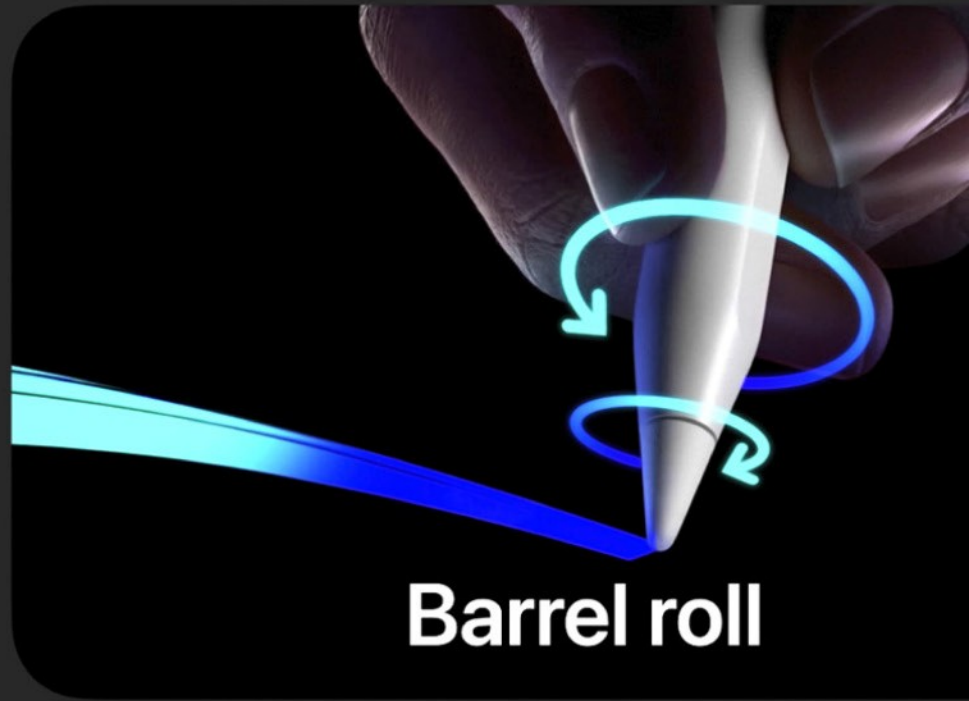
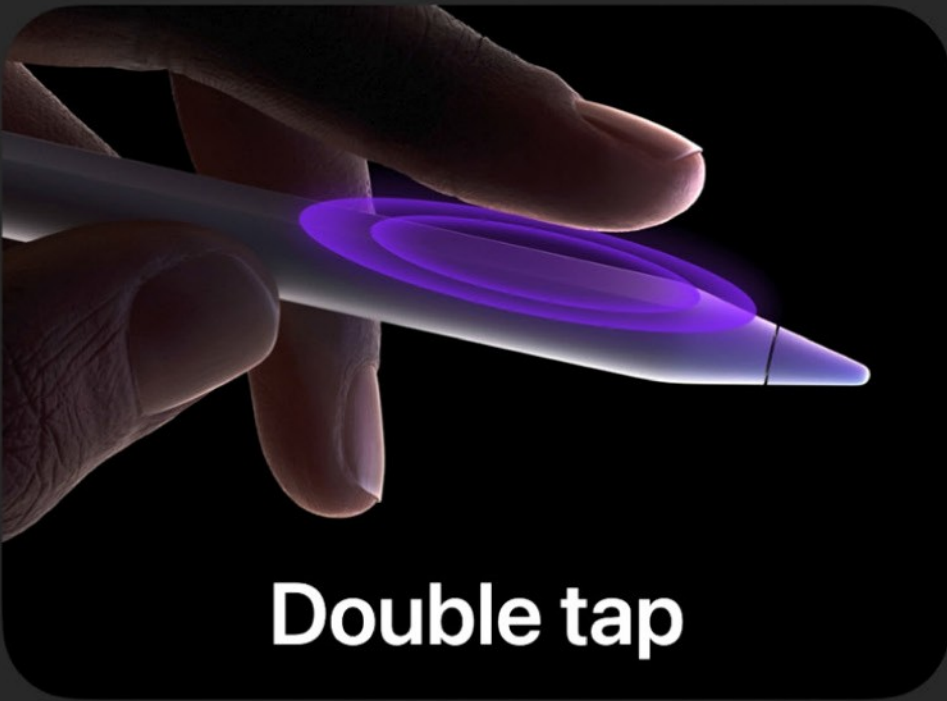


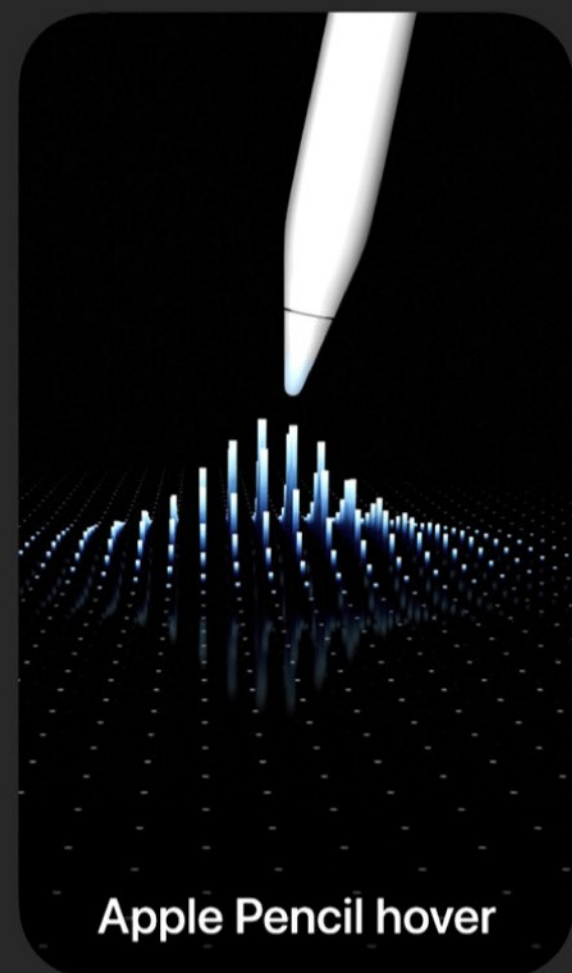
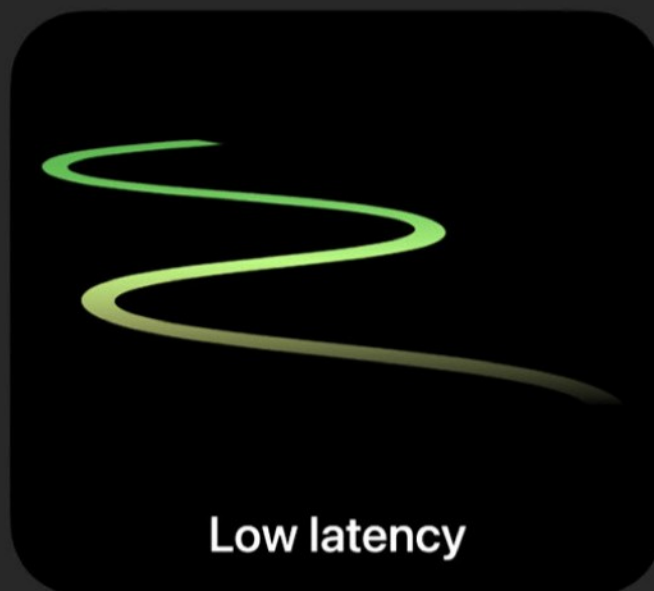
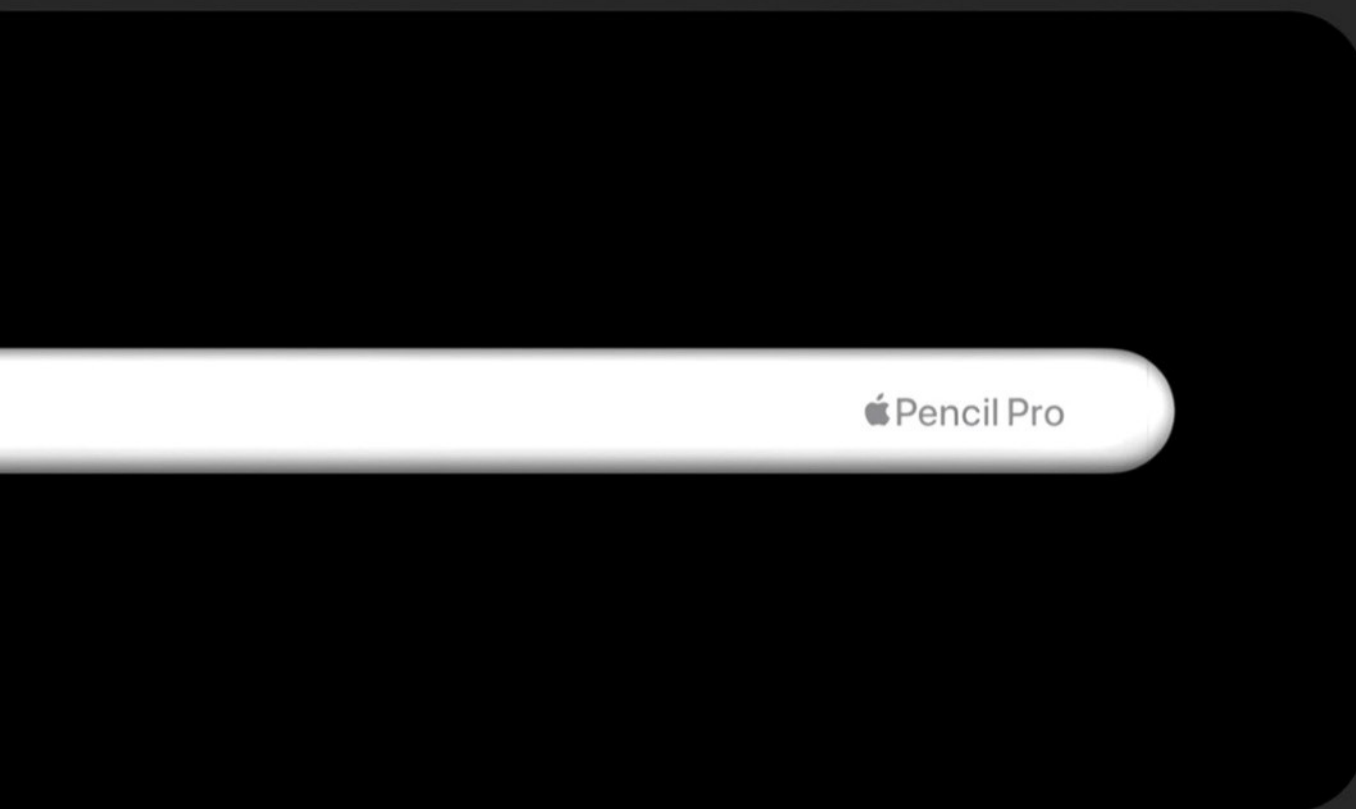
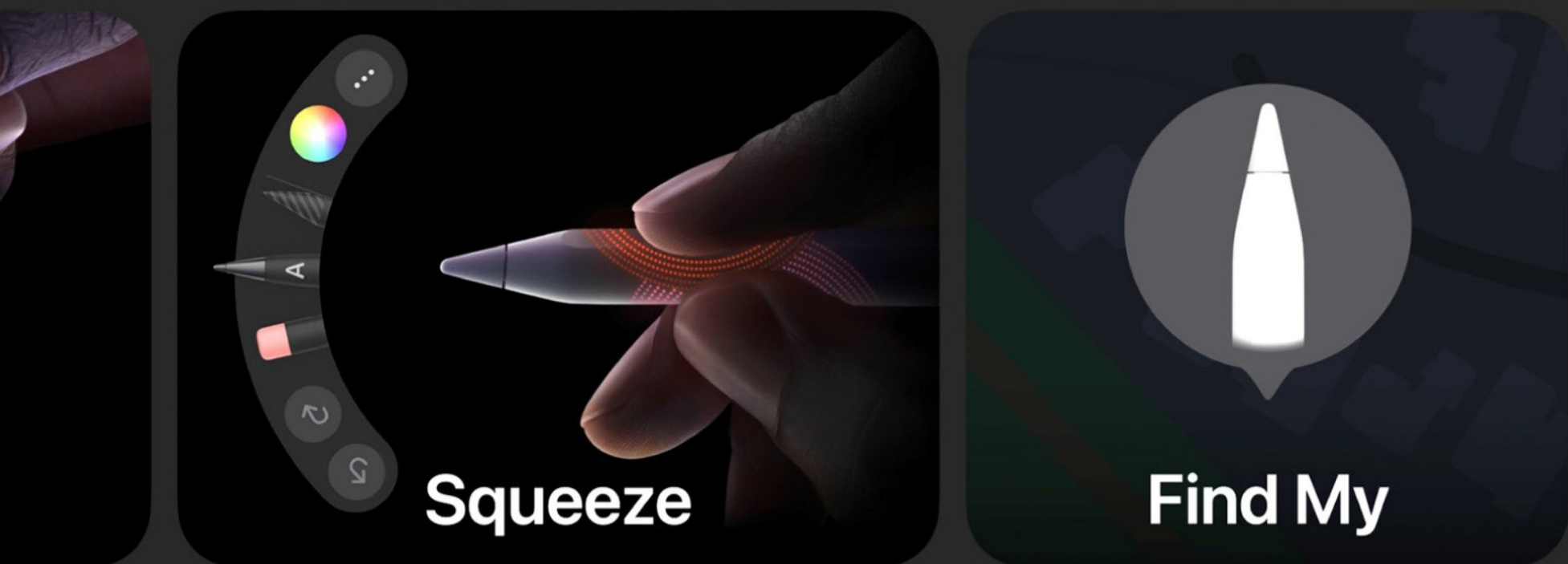






detailed artwork or design elements. **Apple Pencil Pro also introduces support for the Find My network**, a first for the Apple Pencil series. This feature ensures that users can easily locate their device if misplaced, adding an extra layer of security and convenience. Furthermore, the stylus pairs effortlessly with the iPad Pro through a new magnetic interface that handles charging and storage, keeping the workspace clutter-free and the pencil ready for use.





A SUPERCHARGED CHIP

Designed with second-generation 3-nanometer technology, the M4 chip included on the new iPad Pro not only elevates the performance of the iPad Pro but also sets a new standard for power efficiency and processing capabilities in the industry. The M4 chip features a robust 10-core CPU and a 10-core GPU, both engineered using the next-generation architecture previously seen in the M3. This development ensures that the iPad Pro can easily handle complex tasks and high-end graphics. Dynamic Caching and hardware-accelerated features like ray tracing and mesh shading are now available

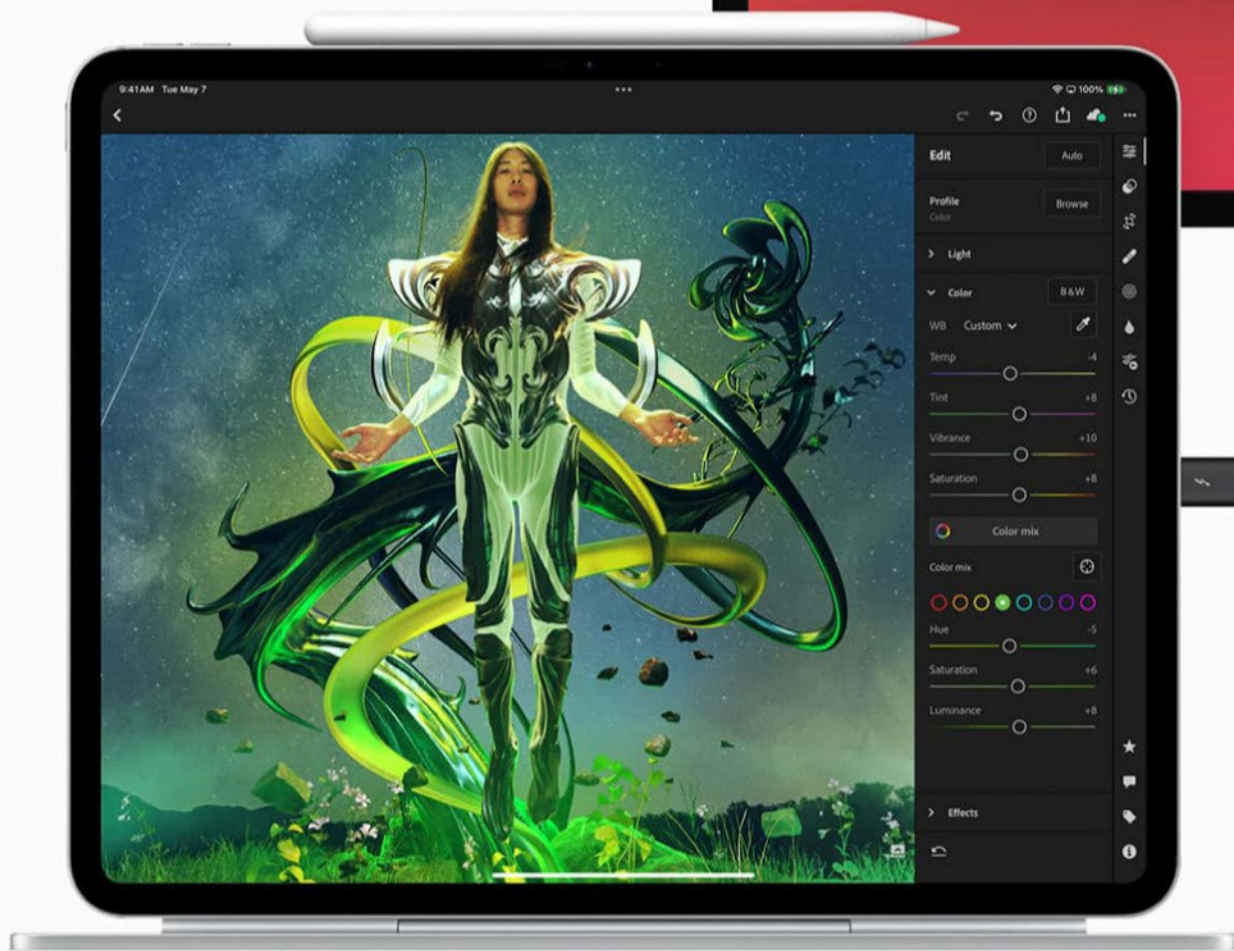
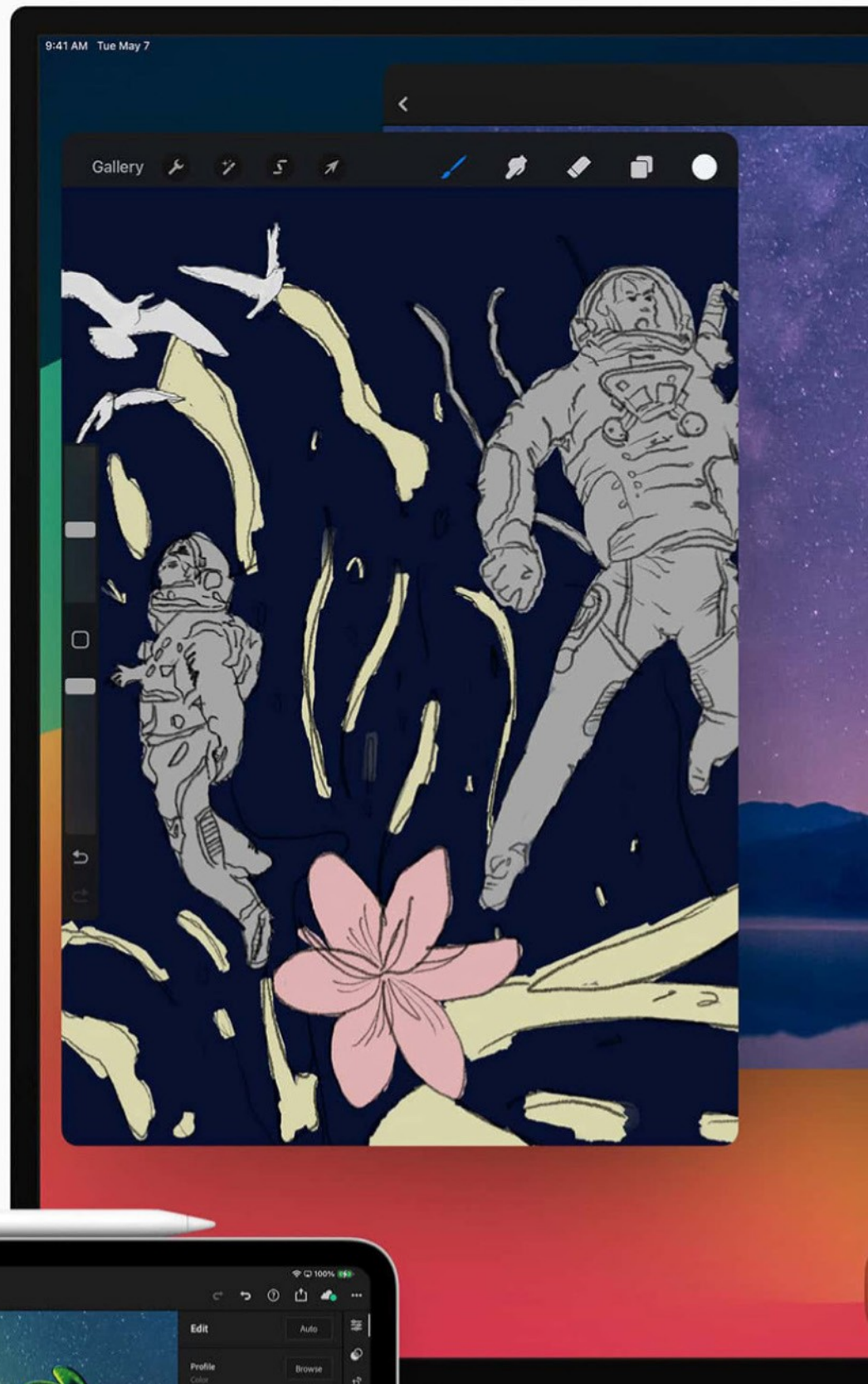


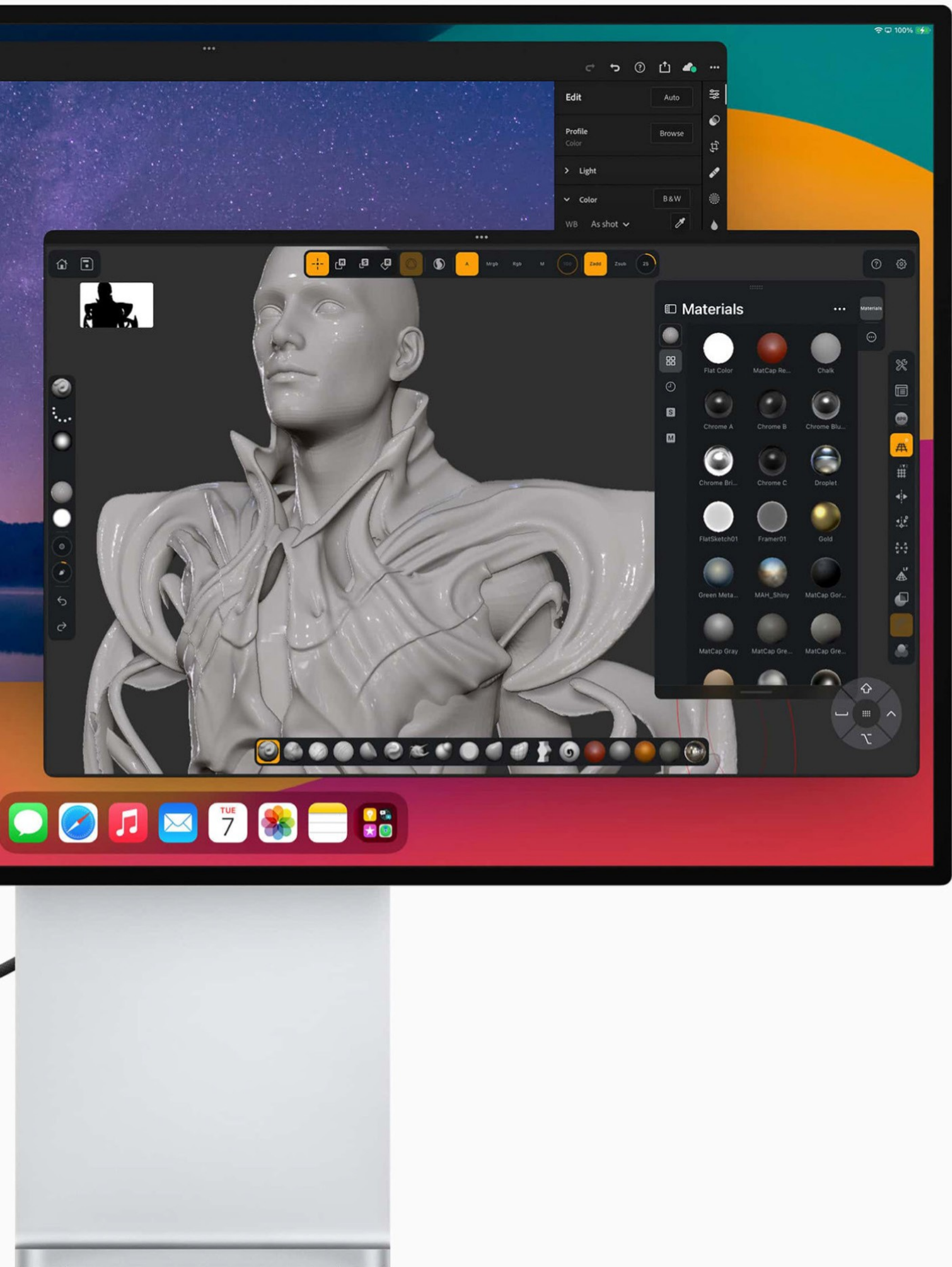


M4

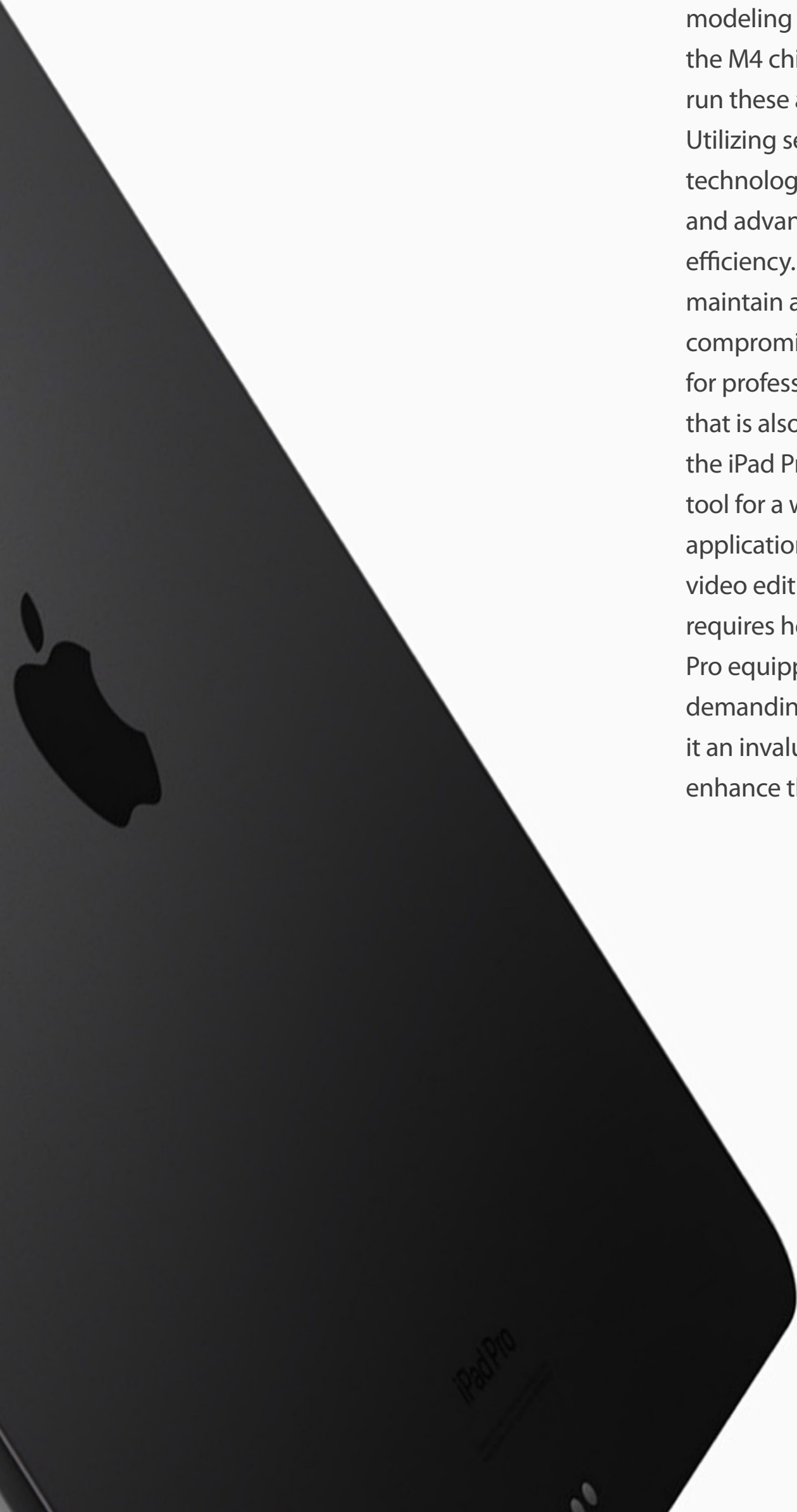
on the iPad for the first time, vastly improving rendering times and graphic fidelity, which is crucial for professionals in creative and technical fields. One of the standout features of the M4 chip is its new display engine, designed to support the Ultra Retina XDR display on the iPad Pro. This engine enhances the display's precision, color accuracy, and brightness, making it ideal for tasks that require detailed visual accuracy, like photo editing, digital art, and design work.

The M4 chip houses Apple's fastest Neural Engine, capable of performing up to 38 trillion operations per second. This unprecedented level of performance surpasses that of many









dedicated AI PCs and is integral for applications that rely heavily on real-time machine learning. From advanced photo editing software to 3D modeling programs and AI-driven analytics, the M4 chip provides the necessary power to run these applications smoothly and efficiently. Utilizing second-generation 3-nanometer technology, the M4 chip boosts performance and advances Apple's industry-leading power efficiency. This technology allows the iPad Pro to maintain a sleek and lightweight design without compromising on battery life, which is essential for professionals who need a powerful device that is also portable. Integrating the M4 chip into the iPad Pro transforms it into a powerhouse tool for a wide range of professional applications. Whether it's for graphic design, video editing, architecture, or any field that requires heavy computational power, the iPad Pro equipped with the M4 chip can easily handle demanding software applications. This makes it an invaluable tool for professionals looking to enhance their productivity.



The new iPad Pro with the M4 chip is a testament to Apple's engineering prowess and a beacon of what the future holds for mobile computing. Combined with new accessories and software, there's never been a better time to switch to iPadOS.





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GOOGLE UNLEASHES AI IN SEARCH, RAISING HOPES FOR BETTER RESULTS AND FEARS ABOUT LESS WEB TRAFFIC

Google this week rolled out a retooled search engine that will frequently favor responses crafted by artificial intelligence over website links, a shift promising to quicken the quest for information while also potentially disrupting the flow of money-making internet traffic.

The makeover announced at Google's annual developers conference will begin this week in the U.S. when hundreds of millions of people will start to periodically see conversational summaries generated by the company's AI technology at the top of the search engine's results page.







Image: Jeff Chiu



The AI overviews are supposed to only crop up when Google's technology determines they will be the quickest and most effective way to satisfy a user's curiosity — a solution mostly likely to happen with complex subjects or when people are brainstorming, or planning. People will likely still see Google's traditional website links and ads for simple searches for things like a store recommendation or weather forecasts.

Google began testing AI overviews with a small subset of selected users a year ago, but the company is now making it one of the staples in its search results in the U.S. before introducing the feature in other parts of the world. By the end of the year, Google expects the recurring AI overviews to be part of its search results for about 1 billion people.

Besides infusing more AI into its dominant search engine, Google also used the packed conference held at a Mountain View, California, amphitheater near its headquarters to showcase advances in a technology that is reshaping business and society.

The next AI steps included more sophisticated analysis powered by Gemini — a technology unveiled five months ago — and smarter assistants, or "agents," including a still-nascent version dubbed "Astra" that will be able to understand, explain and remember things it is shown through a smartphone's camera lens. Google underscored its commitment to AI by bringing in Demis Hassabis, the executive who oversees the technology, to appear on stage at its marquee conference for the first time.

The injection of more AI into Google's search engine marks one of the most dramatic changes

that the company has made in its foundation since its inception in the late 1990s. It's a move that opens the door for more growth and innovation but also threatens to trigger a sea change in web surfing habits.

"This bold and responsible approach is fundamental to delivering on our mission and making AI more helpful for everyone," Google CEO Sundar Pichai told a group of reporters.

It also will bring new risks to an internet ecosystem that depends heavily on digital advertising as its financial lifeblood.

Google stands to suffer if the AI overviews undercuts ads tied to its search engine — a business that reeled in \$175 billion in revenue last year alone. And website publishers — ranging from major media outlets to entrepreneurs and startups that focus on more narrow subjects — will be hurt if the AI overviews are so informative that they result in fewer clicks on the website links that will still appear lower on the results page.

Based on habits that emerged during the past year's testing phase of Google's AI overviews, about 25% of the traffic could be negatively affected by the de-emphasis on website links, said Marc McCollum, chief innovation officer at Raptive, which helps about 5,000 website publishers make money from their content.

A decline in traffic of that magnitude could translate into billions of dollars in lost ad revenue, a devastating blow that would be delivered by a form of AI technology that culls information plucked from many of the websites that stand to lose revenue.





Image: Jeff Chiu



Project





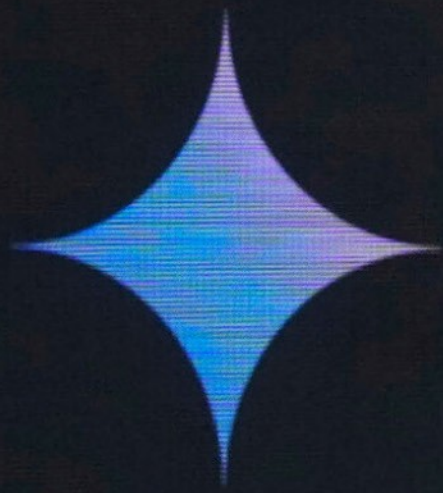


“The relationship between Google and publishers has been pretty symbiotic, but enter AI, and what has essentially happened is the Big Tech companies have taken this creative content and used it to train their AI models,” McCollum said. “We are now seeing that being used for their own commercial purposes in what is effectively a transfer of wealth from small, independent businesses to Big Tech.”

But Google found the AI overviews resulted in people in conducting even more searches during the technology’s testing “because they suddenly can ask questions that were too hard before,” said Liz Reid, who oversees the company’s search operations, told during an interview. She declined to provide any specific numbers about link-clicking volume during the tests of AI overviews.

“In reality, people do want to click to the web, even when they have an AI overview,” Reid said. “They start with the AI overview and then they want to dig in deeper. We will continue to innovate on the AI overview and also on how do we send the most useful traffic to the web.”

The increasing use of AI technology to summarize information in chatbots such as Google’s Gemini and OpenAI’s ChatGPT during the past 18 months already has been raising legal questions about whether the companies behind the services are illegally pulling from copyrighted material to advance their services. It’s an allegation at the heart of a high-profile lawsuit that The New York Times filed late last year against OpenAI and its biggest backer, Microsoft.



Gemini

Now available to develop

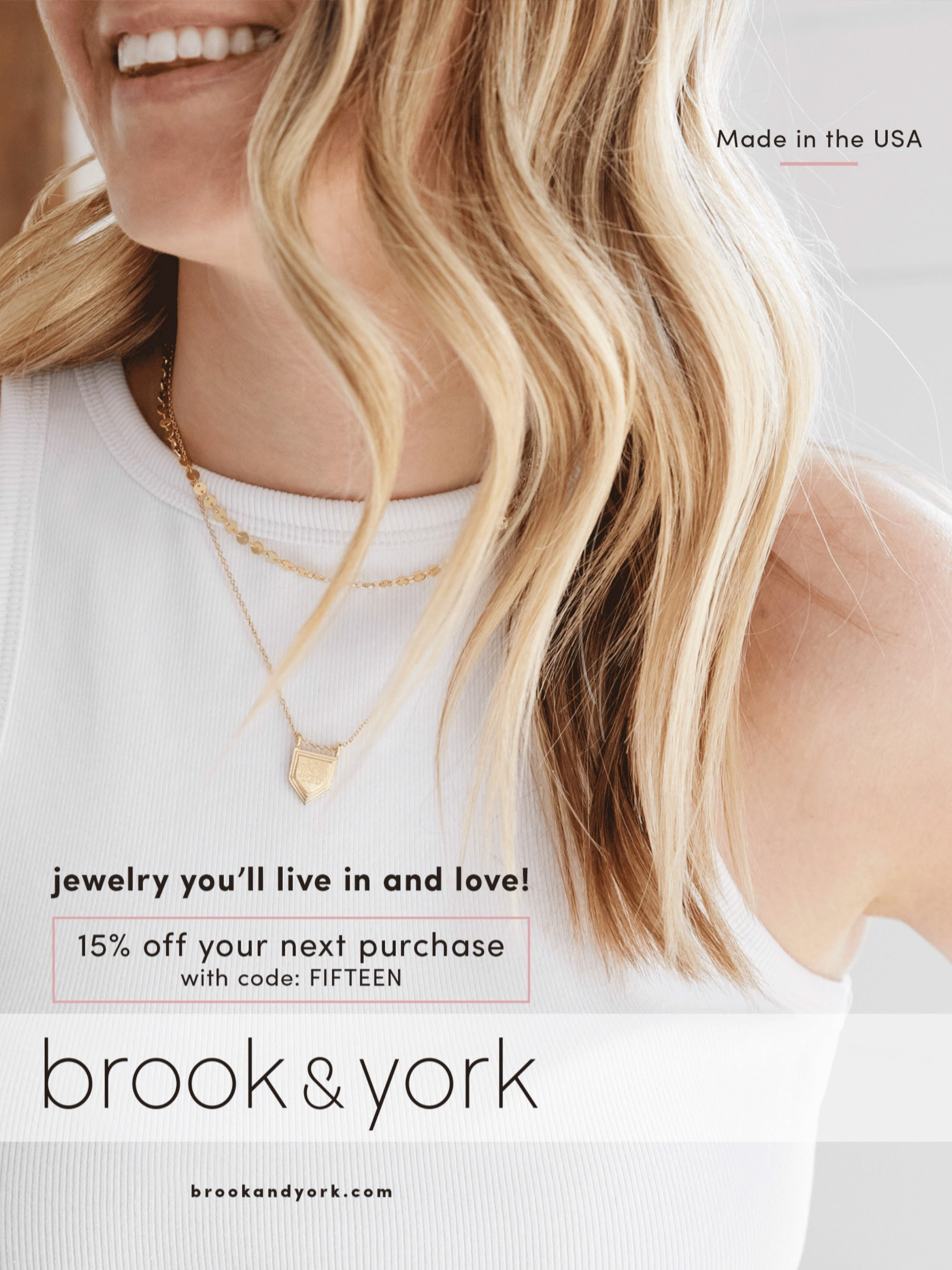
1.5 Pro

pers globally

Google's AI overviews could provoke lawsuits too, especially if they siphon away traffic and ad sales from websites that believe the company is unfairly profiting from their content. But it's a risk that the company had to take as the technology advances and is used in rival services such as ChatGPT and upstart search engines such as Perplexity, said Jim Yu, executive chairman of BrightEdge, which helps websites rank higher in Google's search results.

"This is definitely the next chapter in search," Yu said. "It's almost like they are tuning three major variables at once: the search quality, the flow of traffic in the ecosystem and then the monetization of that traffic. There hasn't been a moment in search that is bigger than this for a long time."





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US ENERGY PANEL APPROVES RULE TO EXPAND TRANSMISSION OF RENEWABLE POWER



Federal energy regulators this week approved a long-awaited rule to make it easier to transmit renewable energy such as wind and solar power to the electric grid — a key part of President Joe Biden’s goal to eliminate carbon emissions economy-wide by 2050.

The rule, under development for two years, is aimed at boosting the nation’s aging power grid to meet surging demand fueled by huge data centers, electrification of vehicles and buildings, artificial intelligence and other uses.

The increased demand comes as coal-fired power plants continue to be retired amid competition from natural gas, and other energy sources face increasingly strict federal pollution rules, setting up what experts say could be a crisis for electric reliability.

The grid is also being tested by more frequent service disruptions during extreme weather events driven by climate change.

The Federal Energy Regulatory Commission approved the new rule, 2-1, with Chairman Willie Phillips and fellow Democratic commissioner Allison Clements voting in favor. Republican Mark Christie opposed the rule, dismissing it as a gift to solar and wind power operators.

The sprawling, 1,300-page rule, which addresses transmission planning and cost allocations, will enhance the country’s aging grid and ensure U.S. homes and businesses keep the lights on for decades to come, Phillips said.

“This rule cannot come fast enough,” he said at a packed commission meeting at the agency’s Washington headquarters. “There is an urgent





need to act to ensure the reliability and the affordability of our grid.”

The U.S. power grid “is at a make-or-break moment” and is being tested every day, Phillips said, citing “phenomenal load-growth from a domestic manufacturing boom, unprecedented construction of data centers fueling an AI revolution and ever-expanding electrification” of vehicles and buildings.

At the same time, aging infrastructure, shifting economics and a range of state and federal policies are leading traditional resources to retire, he said. “On top of all of this, extreme weather events have become the norm, and the electric grid is routinely being pushed to the brink.”

At the same time, construction of high-voltage power lines declined to a record low in 2022, “and much of that construction was simply Band-Aid fixes, rather than building a visionary grid of the future,” Phillips said.

Many power companies and Republican-led states don’t want to spend money on new transmission lines or upgrades for renewable energy, creating conflicts with Democratic states that have ambitious clean-energy goals.

Christie, the lone Republican on the three-member panel, said the rule “utterly fails to protect consumers” and ensure reliable, low-priced power for American homes and businesses.

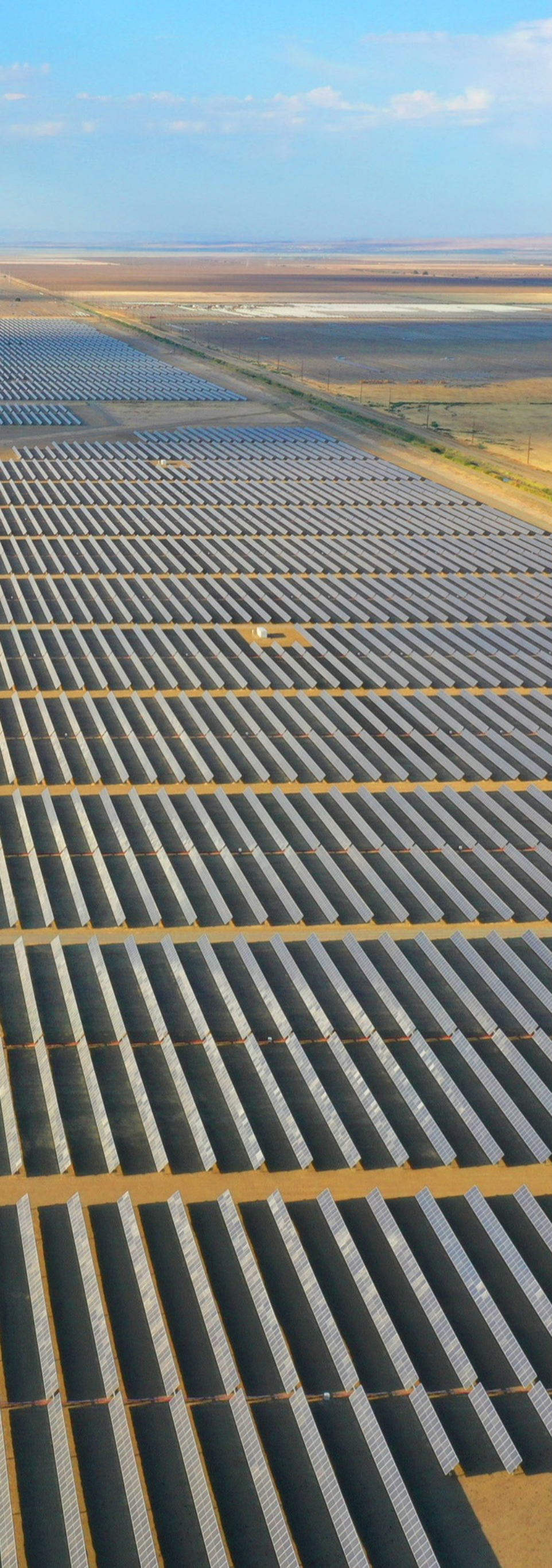
“Instead, this rule is a pretext to enact a sweeping policy agenda that Congress never passed,” he said. The rule will likely result in “a massive transfer of wealth from consumers to for-profit special interests,” primarily wind and solar operators, he said.



A low-angle photograph of a modern building facade. The building features large glass windows and a light-colored stone or concrete exterior. The words "ENERGY COMMISSION" are prominently displayed in large, black, sans-serif capital letters on a white rectangular panel. The windows reflect a clear blue sky with some clouds. The perspective is looking up at the building, creating a sense of height and grandeur.

ENERGY COMMISSION





The rule is intended to streamline how power lines are sited and how costs are shared between states. It could accelerate construction of new transmission lines for wind, solar and other renewable power and add huge amounts of clean energy to the grid. Biden has set a goal of a carbon-free power sector by 2035, and net-zero carbon emissions economy-wide by 2050.

To meet those targets, the U.S. needs to more than double current regional transmission capacity and increase by five-fold the transmission lines between regions, according to an Energy Department study last year.

Under current rules, a large queue of utility-scale renewables cannot be connected to the grid because of a lack of available transmission capacity. The rule updates the agency's planning process and seeks to determine how costs will be divided when transmission crosses state lines and goes through multiple operators of regional power grids.

White House climate adviser Ali Zaidi said the FERC rule adds momentum to what he called the "historic progress" led by Biden on clean energy. The new rule "will improve regional transmission planning, break down barriers to grid buildout and support the delivery of more affordable and reliable power," Zaidi said,

The new rule "is as common-sense as it is historic," Clements said, adding that it calls for more advanced planning and consideration of reliability and affordability of new power sources and fosters cooperation with states.

"Whether you're planning a family vacation or the nation's electricity system, planning early, taking a clear-eyed view of the options and making smart





investment decisions will result in more affordable and reliable outcomes,” she said.

Christie challenged the agency action.

Whether the policies promoted in the final rule “can be described as green, purple, red or blue is irrelevant,” Christie said. “The point is that FERC as an independent agency has no business promoting the policies of any one party or presidential administration, especially when the effort to do so goes far beyond FERC’s legal authority.”

Clements responded by calling the rule “straight down the middle” as a legal matter.

Democrats and clean-energy advocates hailed the new rule as a way to bring clean and cost-effective electricity onto the grid.

“Building more multi-state transmission lines unclogs the traffic jams on America’s electricity superhighways and unlocks our ability to keep up with our growing energy needs,” said Heather O’Neill, president and CEO of Advanced Energy United, which represents renewable providers.

Senate Majority Leader Chuck Schumer, D-N.Y., said the rule will build on clean-energy incentives in the landmark climate law approved by Democrats in 2022.

The law, known as the Inflation Reduction Act, has been “a huge success,” Schumer said, “but much of that success would be lost without the ability to bring power from places that generate renewable energy to communities all across the country.” FERC’s actions “will mean more low-cost, reliable clean energy for the places that need it most,” he said.



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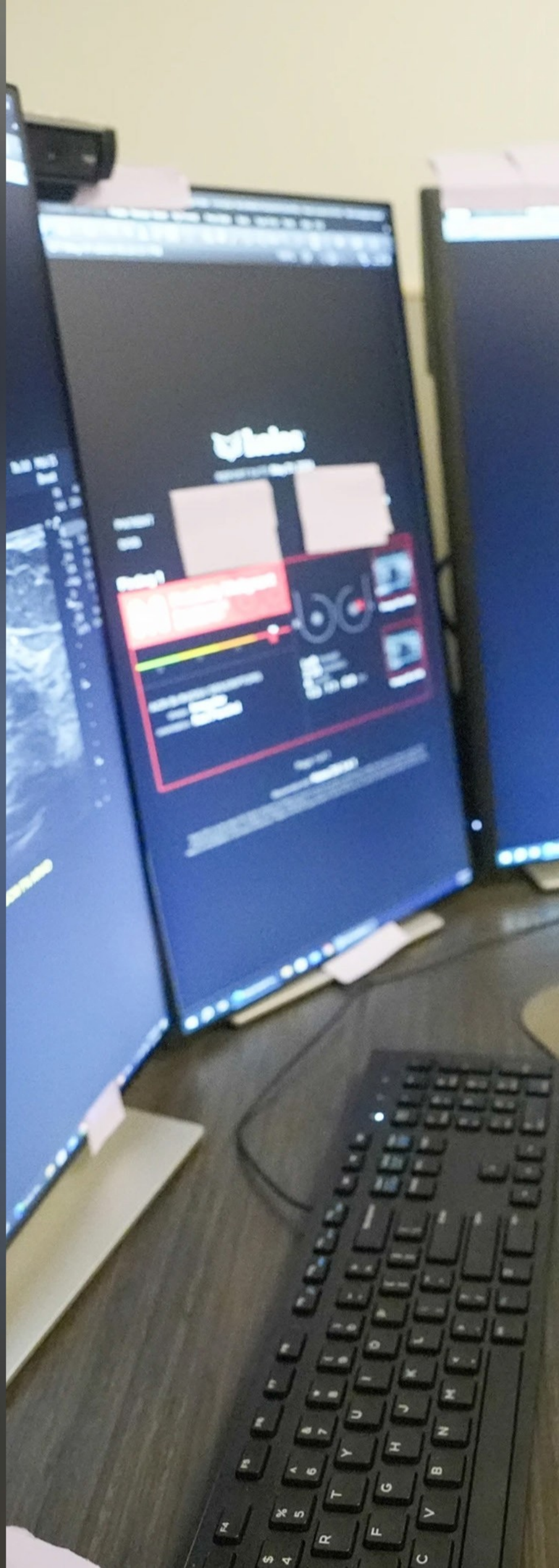


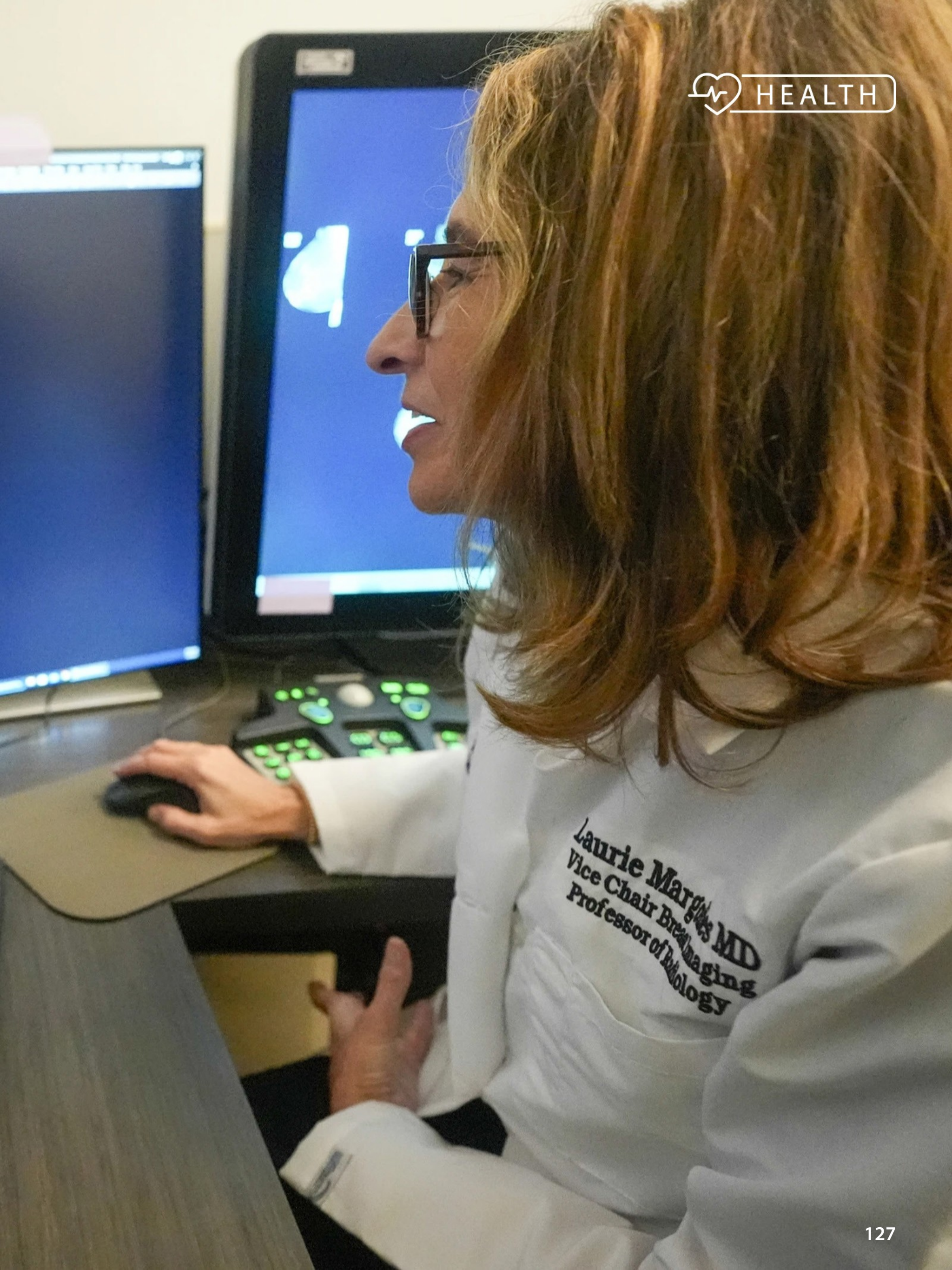
WILL AI REPLACE DOCTORS WHO READ X-RAYS, OR JUST MAKE THEM BETTER THAN EVER?

How good would an algorithm have to be to take over your job?

It's a new question for many workers amid the rise of ChatGPT and other AI programs that can hold conversations, write stories and even generate songs and images within seconds.

For doctors who review scans to spot cancer and other diseases, however, AI has loomed for about a decade as more algorithms promise to improve accuracy, speed up work and, in some cases, take over entire parts of the job. Predictions have ranged from doomsday scenarios in which AI fully replaces radiologists,





to sunny futures in which it frees them to focus on the most rewarding aspects of their work.

That tension reflects how AI is rolling out across health care. Beyond the technology itself, much depends upon the willingness of doctors to put their trust — and their patients' health — in the hands of increasingly sophisticated algorithms that few understand.

Even within the field, opinions differ on how much radiologists should be embracing the technology.

"Some of the AI techniques are so good, frankly, I think we should be doing them now," said Dr. Ronald Summers, a radiologist and AI researcher at the National Institutes of Health. "Why are we letting that information just sit on the table?"

Summers' lab has developed computer-aided imaging programs that detect colon cancer, osteoporosis, diabetes and other conditions. None of those have been widely adopted, which he attributes to the "culture of medicine," among other factors.

Radiologists have used computers to enhance images and flag suspicious areas since the 1990s. But the latest AI programs can go much further, interpreting the scans, offering a diagnosis and even drafting written reports about their findings. The algorithms are often trained on millions of X-rays and other images collected from hospitals and clinics.

Across medicine, the FDA has OK'd more than 700 AI algorithms to aid physicians. More than 75% of them are in radiology, yet just 2% of radiology practices use such technology, according to one recent estimate.



REPORT DATE May 01, 2024

PATIENT

DOB

Finding 1

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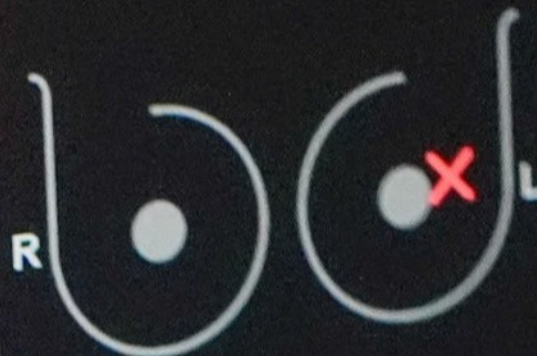
Probably Malignant

Risk Alignment:
BI-RADS 4C+



ACR BI-RADS® DESCRIPTORS

shape **Irregular**
orientation **Not Parallel**



Left breast
2:30 position
6 cm/fn
1.3 x 1.1 x 0.9 cm



Image 41 of 66



Image 46 of 66

Page 1 of 1

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Koios DS is to be used with breast ultrasound images only and is not to be used on studies from patients less than 22 years of age, with or without post-surgical excision, or images with doppler, elastography, or other overlays present in them. Failure to follow these protocols may result in incomplete or incorrect processing. Images and reports generated by Koios DS are to be used by trained interpreting physicians only.

National Institutes of Health
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For all the promises from industry, radiologists see a number of reasons to be skeptical of AI programs: limited testing in real-world settings, lack of transparency about how they work and questions about the demographics of the patients used to train them.

“If we don’t know on what cases the AI was tested, or whether those cases are similar to the kinds of patients we see in our practice, there’s just a question in everyone’s mind as to whether these are going to work for us,” said Dr. Curtis Langlotz, a radiologist who runs an AI research center at Stanford University.

To date, all the programs cleared by the FDA require a human to be in the loop.

In early 2020, the FDA held a two-day workshop to discuss algorithms that could operate without human oversight. Shortly afterwards, radiology professionals warned regulators in a letter that they “strongly believe it is premature for the FDA to consider approval or clearance” of such systems.

But European regulators in 2022 approved the first fully automatic software that reviews and writes reports for chest X-rays that look healthy and normal. The company behind the app, Oxipit, is submitting its U.S. application to the FDA.

The need for such technology in Europe is urgent, with some hospitals facing monthslong backlogs of scans due to a shortage of radiologists.

In the U.S., that kind of automated screening is likely years away. Not because the technology

isn't ready, according to AI executives, but because radiologists aren't yet comfortable turning over even routine tasks to algorithms.

"We try to tell them they're overtreating people and they're wasting a ton of time and resources," said Chad McClennan, CEO of Koios Medical, which sells an AI tool for ultrasounds of the thyroid, the vast majority of which are not cancerous. "We tell them, 'Let the machine look at it, you (review and) sign the report and be done with it.'"

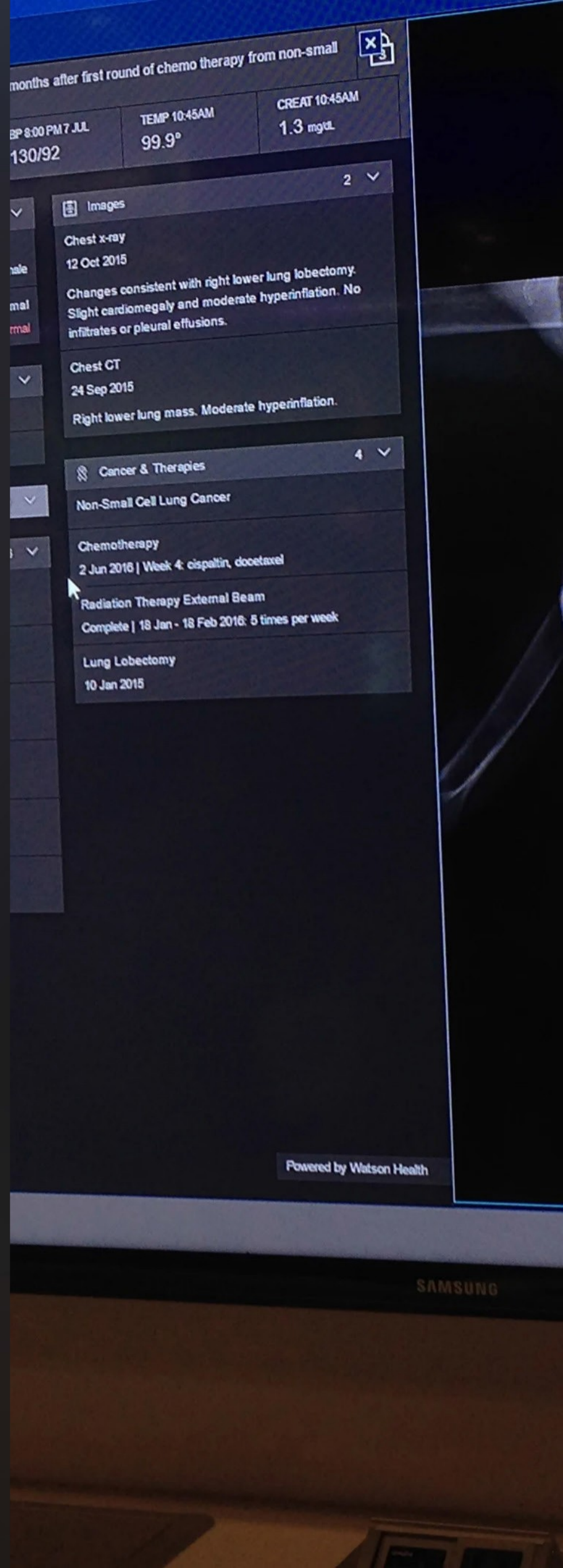
Radiologists tend to overestimate their own accuracy, McClennan says. Research by his company found physicians viewing the same breast scans disagreed with each other more than 30% of the time on whether to do a biopsy. The same radiologists even disagreed with their own initial assessments 20% of the time, when viewing the same images a month later.

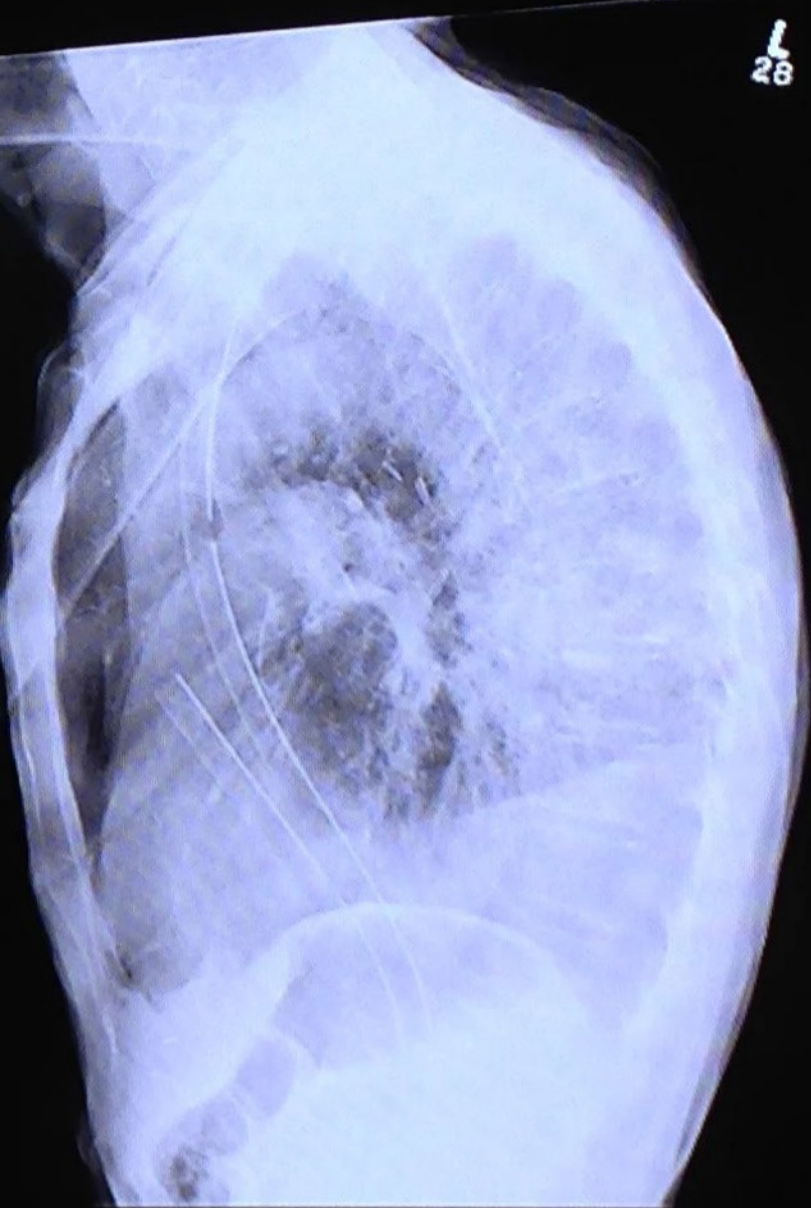
About 20% of breast cancers are missed during routine mammograms, according to the National Cancer Institute.

And then there's the potential for cost savings. On average, U.S. radiologists earn over \$350,000 annually, according to the Department of Labor.

In the near term, experts say AI will work like autopilot systems on planes — performing important navigation functions, but always under the supervision of a human pilot.

That approach offers reassurances to both radiologists and patients, says Dr. Laurie Margolies, of Mount Sinai hospital system in New York. The system uses Koios breast imaging AI to get a second opinion on mammography ultrasounds.





SE: 1



“I will tell patients, ‘I looked at it, and the computer looked at it, and we both agree,’” Margolies said. “Hearing me say that we both agree, I think that gives the patient an even greater level of confidence.”

The first large, rigorous trials testing AI-assisted radiologists against those working alone give hints at the potential improvements.

Initial results from a Swedish study of 80,000 women showed a single radiologist working with AI detected 20% more cancers among mammograms than two radiologists working without the technology.

In Europe, mammograms are reviewed by two radiologists to improve accuracy. But Sweden, like other countries, faces a workforce shortage, with only about 70 breast radiologists in a country of 10 million people.

Using AI instead of a second reviewer decreased the human workload by 44%, according to the study.

Still, the study’s lead author says it’s essential that a radiologist make the final diagnosis in all cases.

If an automated algorithm misses a cancer, “that’s going to be very negative for trust in the caregiver,” said Dr. Kristina Lang of Lund University.

The question of who would be held liable in such cases is among the thorny legal issues that have yet to be resolved.

One result is that radiologists are likely to continue double-checking all AI determinations, lest they be held responsible for an error. That’s likely to wipe out many of the predicted





Department of Health and Human Services Administration



benefits, including reduced workload and burnout.

Only an extremely accurate, reliable algorithm would allow radiologists to truly step away from the process, says Dr. Saurabh Jha of the University of Pennsylvania.

Until such systems emerge, Jha likens AI-assisted radiology to someone who offers to help you drive by looking over your shoulder and constantly pointing out everything on the road.

“That’s not helpful,” Jha says. “If you want to help me drive then you take over the driving so that I can sit back and relax.”



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ILLNESS TOOK AWAY HER VOICE. AI CREATED A REPLICA SHE CARRIES IN HER PHONE

The voice Alexis “Lexi” Bogan had before last summer was exuberant.

She loved to belt out Taylor Swift and Zach Bryan ballads in the car. She laughed all the time — even while corralling misbehaving preschoolers or debating politics with friends over a backyard fire pit. In high school, she was a soprano in the chorus.

Then that voice was gone.

Doctors in August removed a life-threatening tumor lodged near the back of her brain. When the breathing tube came out a month later,







Bogan had trouble swallowing and strained to say “hi” to her parents. Months of rehabilitation aided her recovery, but her speech is still impaired. Friends, strangers and her own family members struggle to understand what she is trying to tell them.

In April, the 21-year-old got her old voice back. Not the real one, but a voice clone generated by artificial intelligence that she can summon from a phone app. Trained on a 15-second time capsule of her teenage voice — sourced from a cooking demonstration video she recorded for a high school project — her synthetic but remarkably real-sounding AI voice can now say almost anything she wants.

She types a few words or sentences into her phone and the app instantly reads it aloud.

“Hi, can I please get a grande iced brown sugar oat milk shaken espresso,” said Bogan’s AI voice as she held the phone out her car’s window at a Starbucks drive-thru.

Experts have warned that rapidly improving AI voice-cloning technology can amplify phone scams, disrupt democratic elections and violate the dignity of people — living or dead — who never consented to having their voice recreated to say things they never spoke.

It’s been used to produce deepfake robocalls to New Hampshire voters mimicking President Joe Biden. In Maryland, authorities recently charged a high school athletic director with using AI to generate a fake audio clip of the school’s principal making racist remarks.

But Bogan and a team of doctors at Rhode Island’s Lifespan hospital group believe they’ve found a use that justifies the risks. Bogan is





one of the first people — the only one with her condition — who have been able to recreate a lost voice with OpenAI's new Voice Engine. Some other AI providers, such as the startup ElevenLabs, have tested similar technology for people with speech impediments and loss — including a lawyer who now uses her voice clone in the courtroom.

"We're hoping Lexi's a trailblazer as the technology develops," said Dr. Rohaid Ali, a neurosurgery resident at Brown University's medical school and Rhode Island Hospital. Millions of people with debilitating strokes, throat cancer or neurodegenerative diseases could benefit, he said.

"We should be conscious of the risks, but we can't forget about the patient and the social good," said Dr. Fatima Mirza, another resident working on the pilot. "We're able to help give Lexi back her true voice and she's able to speak in terms that are the most true to herself."

Mirza and Ali, who are married, caught the attention of ChatGPT-maker OpenAI because of their previous research project at Lifespan using the AI chatbot to simplify medical consent forms for patients. The San Francisco company reached out while on the hunt earlier this year for promising medical applications for its new AI voice generator.

Bogan was still slowly recovering from surgery. The illness started last summer with headaches, blurry vision and a droopy face, alarming doctors at Hasbro Children's Hospital in Providence. They discovered a vascular tumor the size of a golf ball pressing on her brain stem and entangled in blood vessels and cranial nerves.



Image: Josh Reynolds



"It was a battle to get control of the bleeding and get the tumor out," said pediatric neurosurgeon Dr. Konstantina Svokos.

The 10-hour length of the surgery coupled with the tumor's location and severity damaged Bogan's tongue muscles and vocal cords, impeding her ability to eat and talk, Svokos said.

"It's almost like a part of my identity was taken when I lost my voice," Bogan said.

The feeding tube came out this year. Speech therapy continues, enabling her to speak intelligibly in a quiet room but with no sign she will recover the full lucidity of her natural voice.

"At some point, I was starting to forget what I sounded like," Bogan said. "I've been getting so used to how I sound now."

Whenever the phone rang at the family's home in the Providence suburb of North Smithfield, she would push it over to her mother to take her calls. She felt she was burdening her friends whenever they went to a noisy restaurant. Her dad, who has hearing loss, struggled to understand her.

Back at the hospital, doctors were looking for a pilot patient to experiment with OpenAI's technology.

"The first person that came to Dr. Svokos' mind was Lexi," Ali said. "We reached out to Lexi to see if she would be interested, not knowing what her response would be. She was game to try it out and see how it would work."

Bogan had to go back a few years to find a suitable recording of her voice to "train" the AI system on how she spoke. It was a video in which she explained how to make a pasta salad.





Her doctors intentionally fed the AI system just a 15-second clip. Cooking sounds make other parts of the video imperfect. It was also all that OpenAI needed — an improvement over previous technology requiring much lengthier samples.

They also knew that getting something useful out of 15 seconds could be vital for any future patients who have no trace of their voice on the internet. A brief voicemail left for a relative might have to suffice.

When they tested it for the first time, everyone was stunned by the quality of the voice clone. Occasional glitches — a mispronounced word, a missing intonation — were mostly imperceptible. In April, doctors equipped Bogan with a custom-built phone app that only she can use.

“I get so emotional every time I hear her voice,” said her mother, Pamela Bogan, tears in her eyes.*

“I think it’s awesome that I can have that sound again,” added Lexi Bogan, saying it helped “boost my confidence to somewhat where it was before all this happened.”

She now uses the app about 40 times a day and sends feedback she hopes will help future patients. One of her first experiments was to speak to the kids at the preschool where she works as a teaching assistant. She typed in “ha ha ha ha” expecting a robotic response. To her surprise, it sounded like her old laugh.

She’s used it at Target and Marshall’s to ask where to find items. It’s helped her reconnect with her dad. And it’s made it easier for her to order fast food.

Bogan’s doctors have started cloning the voices of other willing Rhode Island patients and hope





Image: Josh Reynolds



to bring the technology to hospitals around the world. OpenAI said it is treading cautiously in expanding the use of Voice Engine, which is not yet publicly available.

A number of smaller AI startups already sell voice-cloning services to entertainment studios or make them more widely available. Most voice-generation vendors say they prohibit impersonation or abuse, but they vary in how they enforce their terms of use.

“We want to make sure that everyone whose voice is used in the service is consenting on an ongoing basis,” said Jeff Harris, OpenAI’s lead on the product. “We want to make sure that it’s not used in political contexts. So we’ve taken an approach of being very limited in who we’re giving the technology to.”

Harris said OpenAI’s next step involves developing a secure “voice authentication” tool so that users can replicate only their own voice. That might be “limiting for a patient like Lexi, who had sudden loss of her speech capabilities,” he said. “So we do think that we’ll need to have high-trust relationships, especially with medical providers, to give a little bit more unfettered access to the technology.”

Bogan has impressed her doctors with her focus on thinking about how the technology could help others with similar or more severe speech impediments.

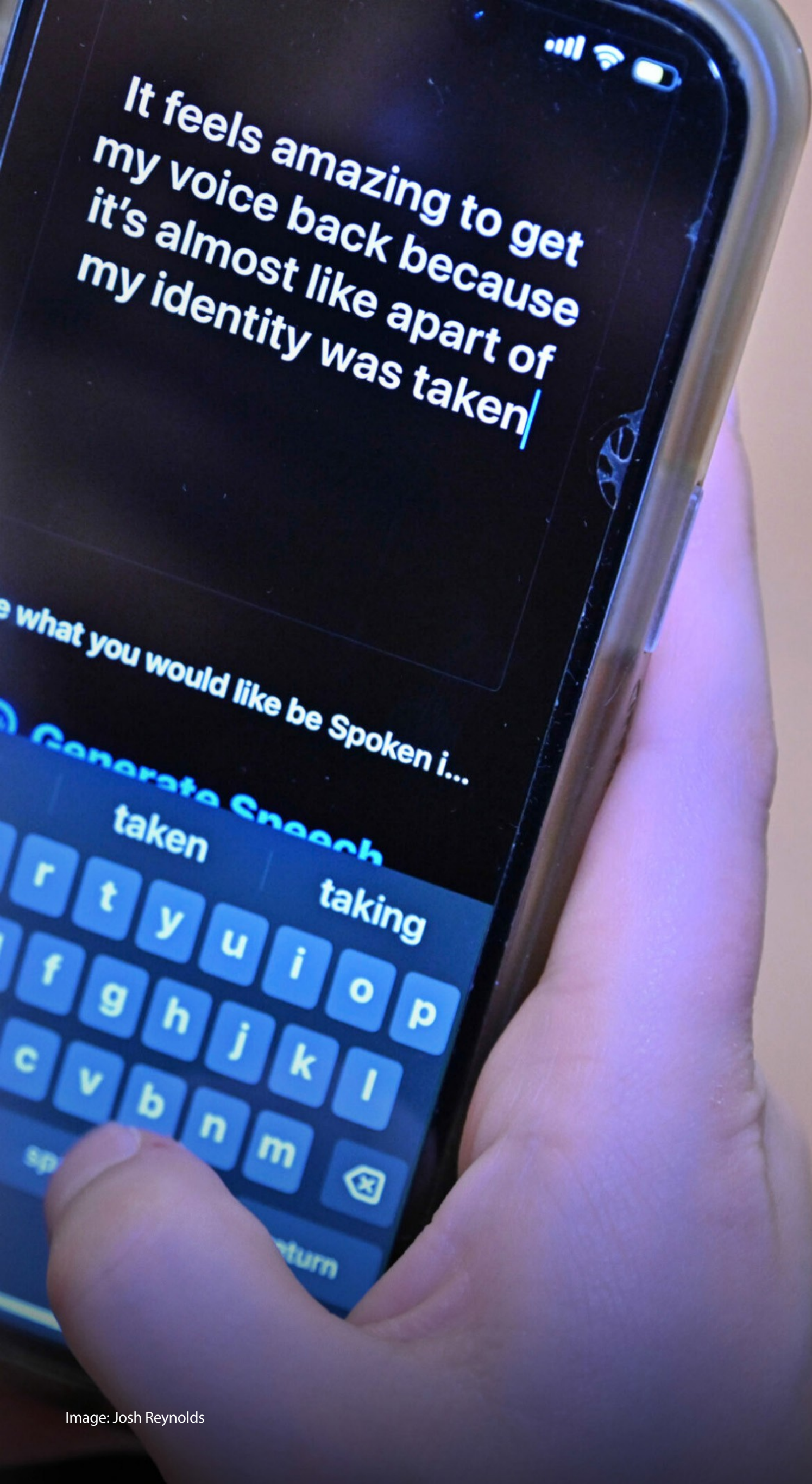
“Part of what she has done throughout this entire process is think about ways to tweak and change this,” Mirza said. “She’s been a great inspiration for us.”



While for now she must fiddle with her phone to get the voice engine to talk, Bogan imagines an AI voice engine that improves upon older remedies for speech recovery — such as the robotic-sounding electrolarynx or a voice prosthesis — in melding with the human body or translating words in real time.

She's less sure about what will happen as she grows older and her AI voice continues to sound like she did as a teenager. Maybe the technology could "age" her AI voice, she said.

For now, "even though I don't have my voice fully back, I have something that helps me find my voice again," she said.



VOICE-CLONING TECHNOLOGY BRINGING A KEY SUPREME COURT MOMENT TO 'LIFE'

Seventy years ago on Friday, no one outside of the U.S. Supreme Court building heard it when Chief Justice Earl Warren announced the historic *Brown v. Board of Education* decision on school desegregation.

Now, through the use of an innovative voice-cloning technology, it is becoming possible for people to “hear” Warren read the decision as he did on May 17, 1954, along with oral arguments by lawyers including a future Supreme Court justice, Thurgood Marshall.







The “Brown Revisited” recreation should be made available by Friday at **brown.oyez.org** a website that has been the dream of former Northwestern University professor Jerry Goldman. Goldman has painstakingly put together the site allowing people to hear oral arguments in decades worth of Supreme Court cases, and follow along with written transcriptions. Yet it always frustrated Goldman that the court did not begin recording oral arguments until 1955 — a year after the Brown decision was handed down. Print transcripts just aren’t the same.

“I could give you the libretto to ‘Madame Butterfly,’” he said. “But would you rather read it, or would you rather sit and listen to the performance?”

The Brown decision was a landmark in the civil rights movement. The court struck down an 1896 decision that institutionalized racial segregation with “separate but equal” schools for Black and white students, ruling that such accommodations were anything but equal.

While the court began recording arguments in 1955, virtually no one heard them until 1969, when they were made available through the National Archives for scholarly and legal research. Full public access wasn’t granted until 1993. The court began posting arguments on its website in the 2000s, but usually at a delay of several days.

It wasn’t until 2020 that the court regularly made livestreams of the arguments available. Cameras have never been allowed.

A year ago, Goldman said, he attended a play where artificial intelligence was used to recreate a familiar voice, and he wondered if this technology could be put to use for historic court arguments. A

Northwestern alum, James Boggs, CEO of the interactive audio firm Spooler, took interest when contacted.

“It’s good to draw attention to this case,” Goldman said, “because it’s fundamental to our understanding to the Constitution and it changed America.”

The first step was to find recordings of the long-dead principals in the case, preferably made around 1954 to approximate what they sounded like then. That wasn’t difficult in the cases of Warren, a former governor of California, and Marshall. It was harder for integration opponent John W. Davis, whose lengthy career included the 1924 Democratic presidential nomination. He died in 1955.

A Davis recording was tracked down through the Library of Congress. Recordings for some other participants could not be located.

Through artificial intelligence, these voice samples were melded with those of actors who read the historical transcripts to make it sound like they were speaking anew.

Actual arguments were sprawling — 18 hours over three days, with 38 participants. Goldman whittled things down to a one hour, 45 minute presentation, including Warren’s reading of the decision. Goldman consulted written notes left behind by Warren, enabling the recreation to include the chief justice’s emphasis that the decision had been unanimous.

The growing ability of technology to recreate voices is a marvel, yet deeply troubling to many who worry it could put false words into familiar mouths — such





deepfakes are a particular concern heading into the presidential election.

Ravit Dotan, CEO of TechBetter and an instructor on the ethics of technology, said she's concerned about the practice of cloning people's voices without their consent, although consent isn't possible from people who are no longer alive. She believes "Brown Revisited" sets a bad precedent.

"In the future, I can envision laws that determine how long a person's likeness rights persist after their death, similar to copyright, which expires 70 years after the creator's death," Dotan said. "But currently, there is no legal guidance, and I worry about people taking advantage of that, exploiting people's likeness or even disseminating disinformation."

Instead of a deepfake, the Brown project is a "deep true," Boggs said.

"We are not creating new content," he said. "These were things that were actually said and we have the historical documentation to prove it."

Similar recreations have a natural limit. It was only in the late 1800s that sound recordings of voices have been available. Go back further, and they'd essentially be guesses. Who knows what George Washington actually sounded like?

But for the curious, the "Brown Revisited" project offers a new window into history.







OPENAI LAUNCHES GPTO, IMPROVING CHATGPT'S TEXT, VISUAL AND AUDIO CAPABILITIES

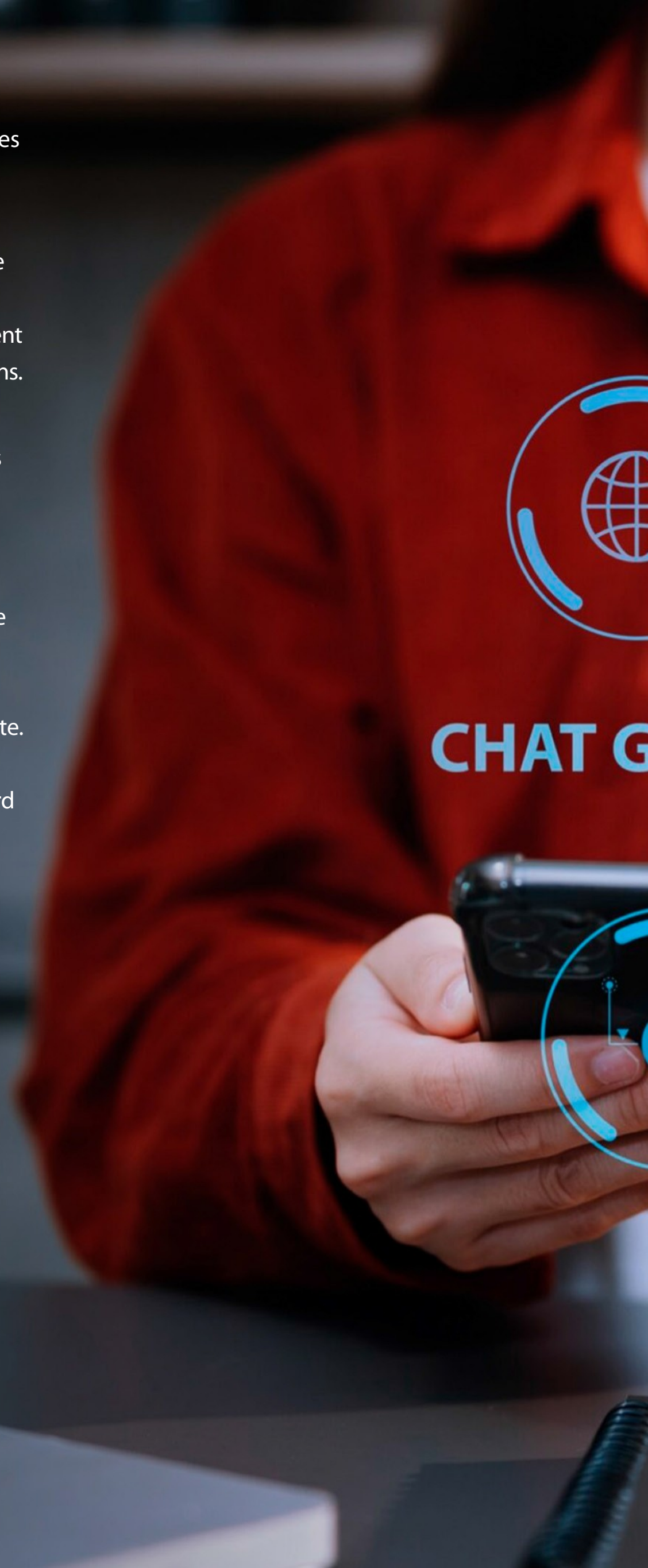


OpenAI's latest update to its artificial intelligence model can mimic human cadences in its verbal responses and can even try to detect people's moods.

The effect conjures up images of the 2013 Spike Jonze movie "Her," where the (human) main character falls in love with an artificially intelligent operating system, leading to some complications.

While few will find the new model seductive, OpenAI says it does work faster than previous versions and can reason across text, audio and video in real time.

GPT-4o, short for "omni," will power OpenAI's popular ChatGPT chatbot, and will be available to users, including those who use the free version, in the coming weeks, the company announced during a short live-streamed update. CEO Sam Altman, who was not one of the presenters at the event, simply posted the word "her" on the social media site X.

A person wearing a red long-sleeved shirt is holding a black smartphone. The image is overlaid with digital graphics: a blue circular icon with a globe inside, the text "CHAT G" in blue, and another blue circular icon with a location pin and arrow. The background is blurred, showing a desk and a laptop.

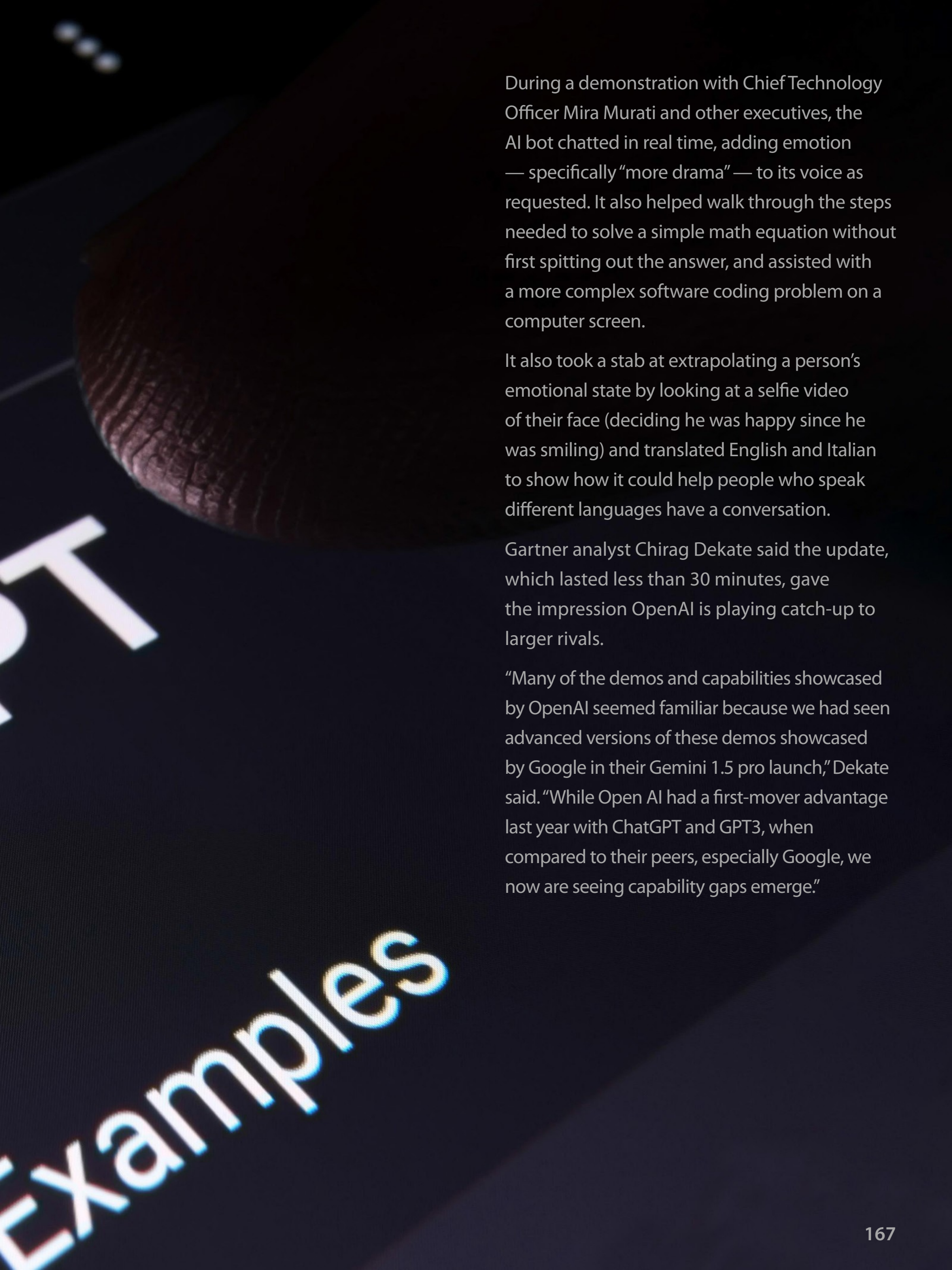
CHAT G



openai.com/

New chat

ChatGPT



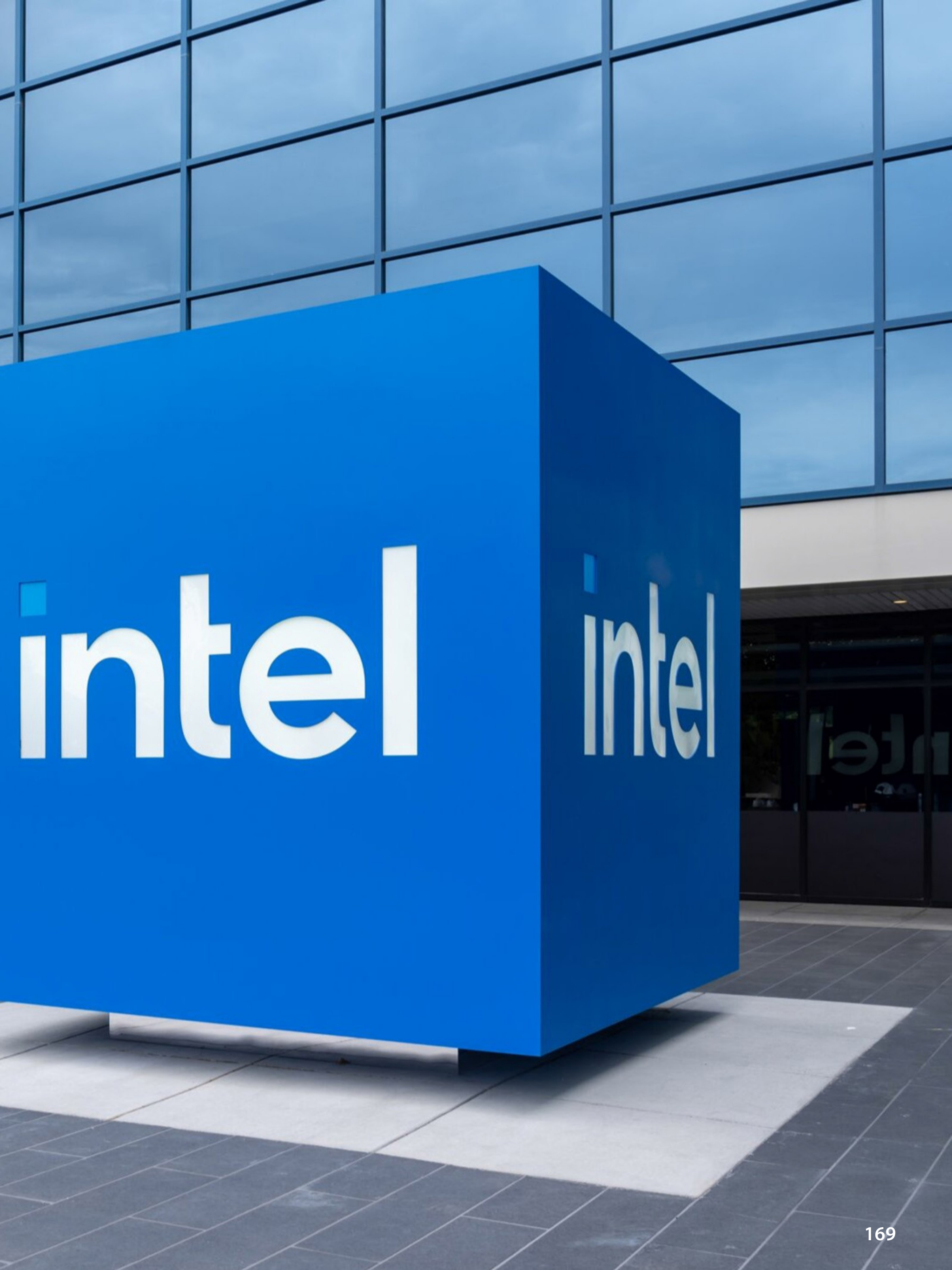
During a demonstration with Chief Technology Officer Mira Murati and other executives, the AI bot chatted in real time, adding emotion — specifically “more drama” — to its voice as requested. It also helped walk through the steps needed to solve a simple math equation without first spitting out the answer, and assisted with a more complex software coding problem on a computer screen.

It also took a stab at extrapolating a person’s emotional state by looking at a selfie video of their face (deciding he was happy since he was smiling) and translated English and Italian to show how it could help people who speak different languages have a conversation.

Gartner analyst Chirag Dekate said the update, which lasted less than 30 minutes, gave the impression OpenAI is playing catch-up to larger rivals.

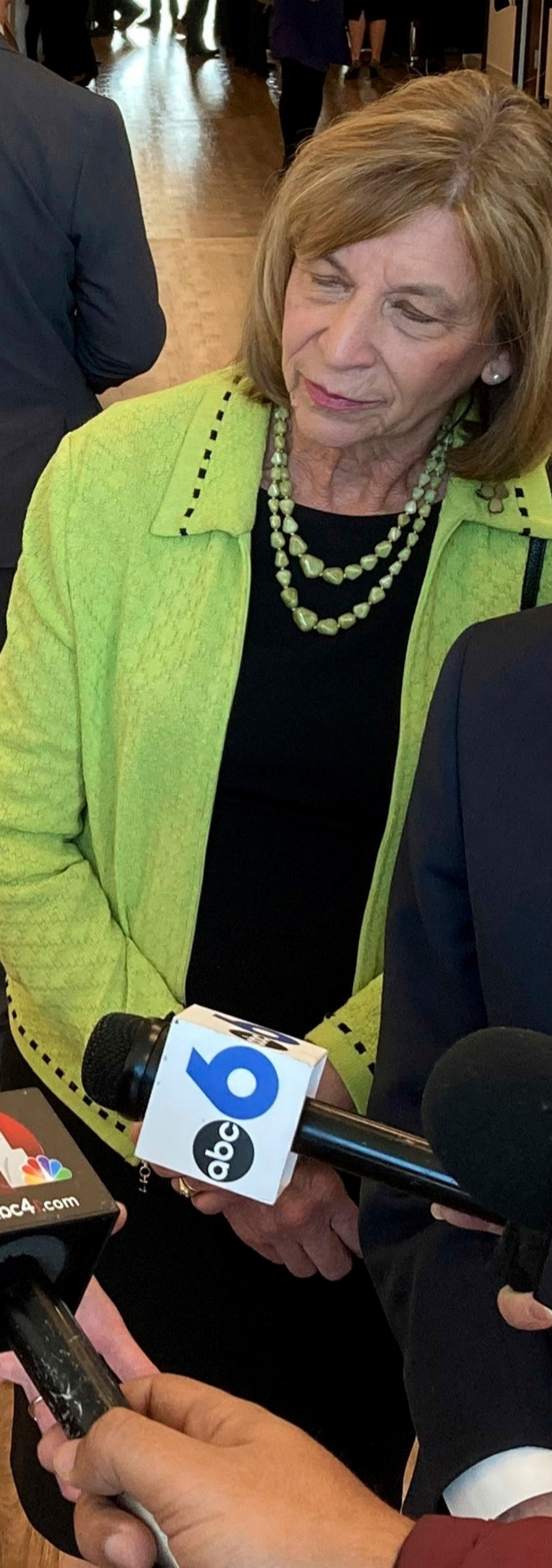
“Many of the demos and capabilities showcased by OpenAI seemed familiar because we had seen advanced versions of these demos showcased by Google in their Gemini 1.5 pro launch,” Dekate said. “While Open AI had a first-mover advantage last year with ChatGPT and GPT3, when compared to their peers, especially Google, we now are seeing capability gaps emerge.”

INTEL EXEC ON BRINGING ARTIFICIAL INTELLIGENCE INTO THE WORKPLACE



EVACUATION MAP





Artificial intelligence is just about everywhere you look these days — including the workplace.

That means training staff about the technology and using it responsibly is critical. It's a tall order, especially as the commercialization of generative AI continues its rapid growth. Now some tech players have kickstarted initiatives in hopes of meeting that need.

Christy Pambianchi, chief people officer at Intel, recently spoke about how the semiconductor chip maker is expanding AI education programming beyond the company's walls — as well as best practices around implementing AI in a workforce from an HR perspective. The conversation has been edited for clarity and length.

Q: HOW HAVE CONVERSATIONS ABOUT AI IN THE WORKFORCE EVOLVED SINCE YOU JOINED INTEL IN AUGUST, 2021?

A: Intel's products are part of the AI innovation cycle that's happening on a continuum. But this technology is also transforming the world of work — so it's neat to contemplate both.

I think AI became a much bigger part of the conversation around the workforce, particularly generative AI, starting about a year ago. The HR community and many large companies have engaged in the AI continuum over the last number of years, but the acceleration right now can be seen in the growing adoption rates of people who have experimented with or used generative AI tools.

Q: WHAT STEPS IS INTEL TAKING TO HELP EDUCATE WORKERS ABOUT AI?

A: We pay a lot of attention to the education space — through programs focused on equipping current and future workforce participants with the appropriate skills to use AI technology both impactfully and responsibly.

In our “Digital Readiness” program, we’re collaborating in over 28 countries with more than 100 public-private partnerships to bring AI awareness programming around the world. We’ve also developed something called “AI for Workforce” — where we try to deliver content and also job readiness.

Q: TELL ME MORE ABOUT THE ‘AI FOR WORKFORCE’ INITIATIVE.

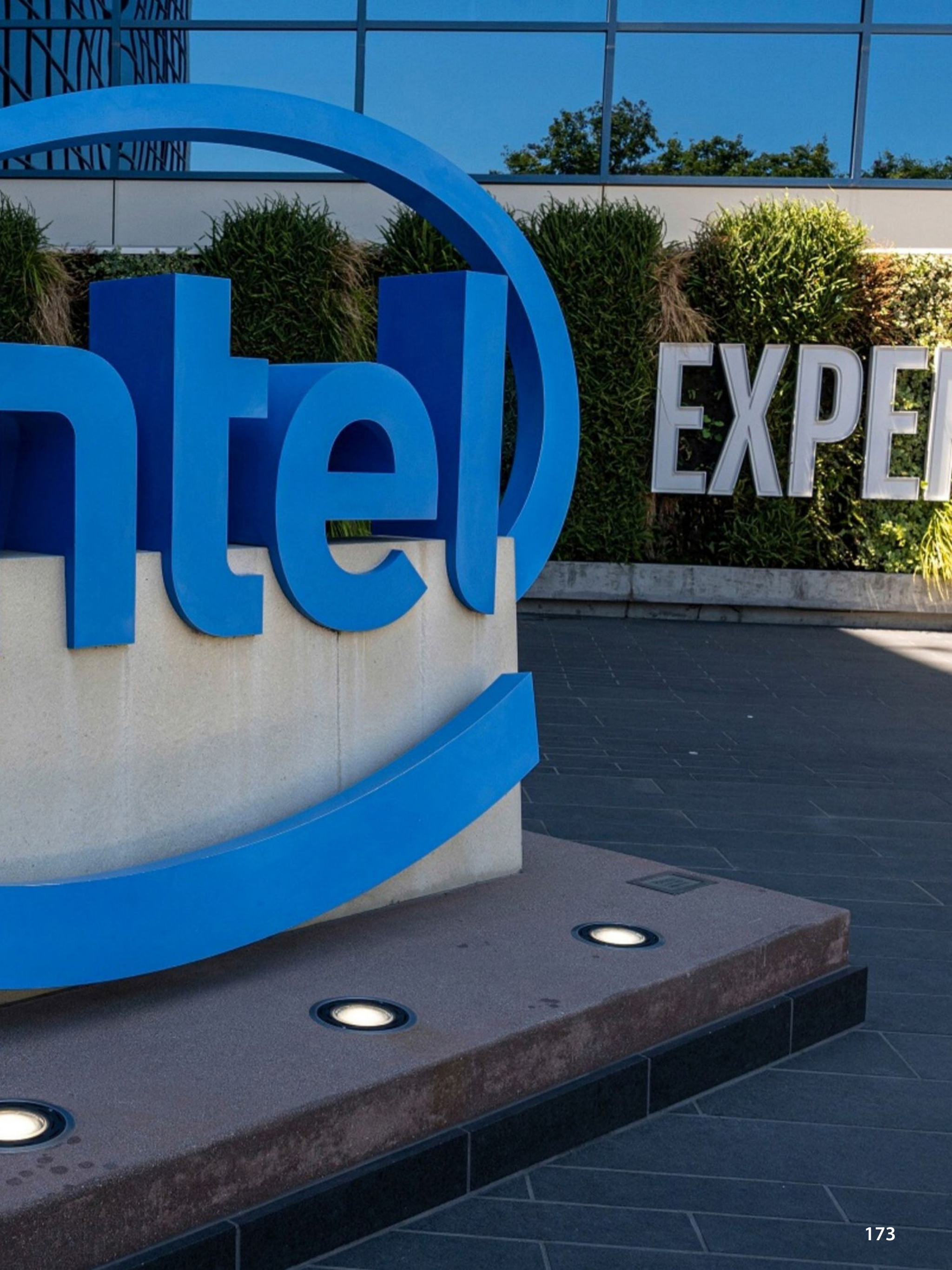
A: Intel has created over 500 hours of free AI content for community colleges across the U.S. — which can then be added to an existing curriculum or used to help develop new certifications.

Maricopa County Community College District, for example, worked with us to launch a two-year AI Associate degree program. And these things can then be brought to the employment community as valid credentials for hiring talent.

Q: HOW CAN THE INDUSTRY BREAK DOWN ACCESS BARRIERS TO THIS KIND OF TECHNOLOGY?

A: Some of what we try to do with these programs is lower the barrier of entry to AI. We try really hard to create content and programs that meet people where they’re at — and help drive them to try this technology.





Scaling content to community colleges, which we know is the main access point for post-secondary education in the United States, is key to our “AI for Workforce” program. And 40% of schools participating in this initiative are designated Minority-Serving institutions.

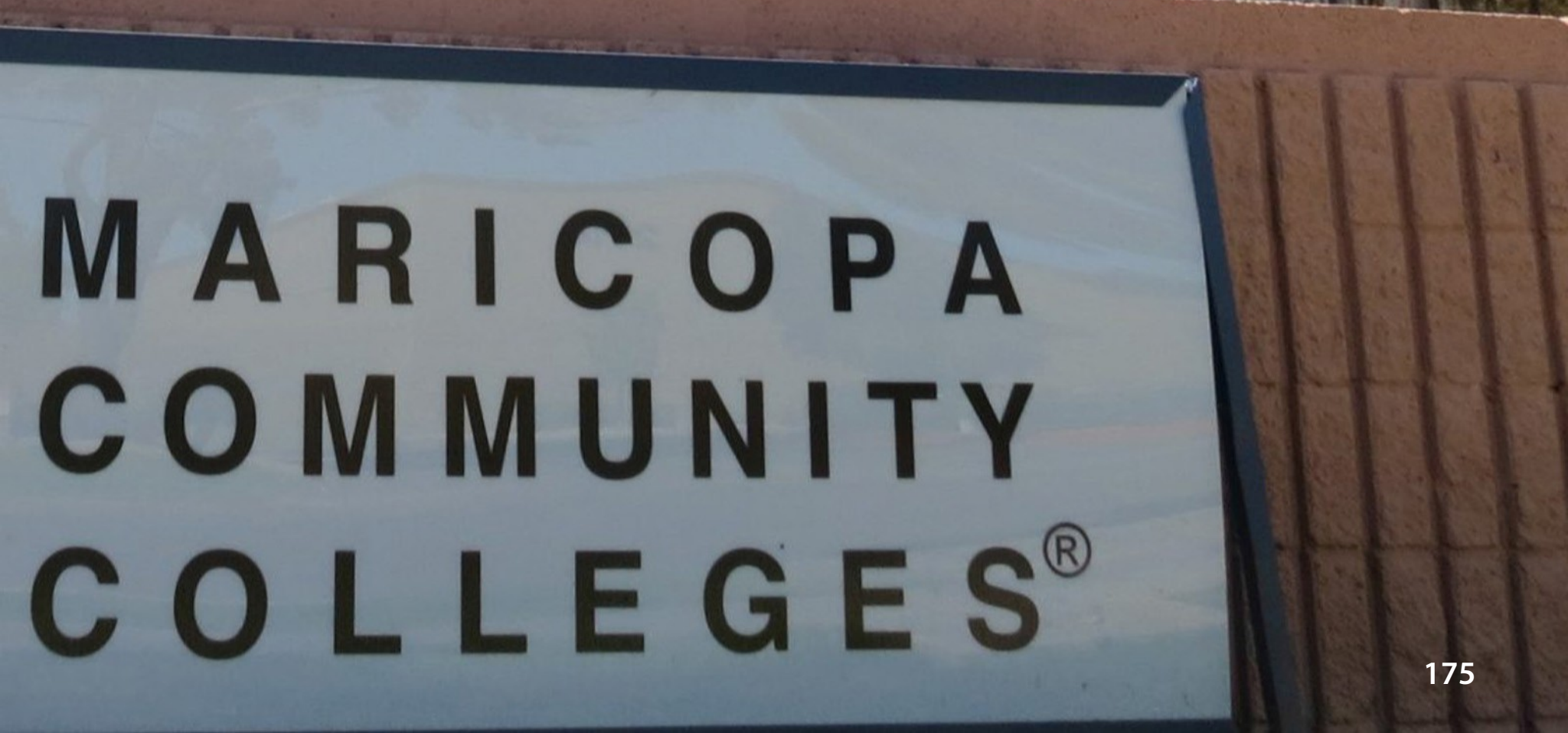
Q: HOW CAN WORKPLACES UTILIZE WHAT AI HAS TO OFFER WHILE KEEPING SAFETY AND ETHICAL CONCERNS ABOUT THIS TECHNOLOGY IN MIND?

A: Any technology has to be implemented responsibly, and AI is no different.

At Intel, we’ve published a set of principles for the responsible use of AI — and there’s been similar initiatives in the HR community across industries. I think one underlying premise that has to pull through is: Human at the center. AI and generative AI can augment work, but humans should be the decision makers.

The first thing is to be transparent with your employees and engage them in the process. It’s important to reach out to your employee base for ideas on how AI can drive greater outcomes in their jobs — and leverage those voices while applying this technology to advance the wider goals of the company.



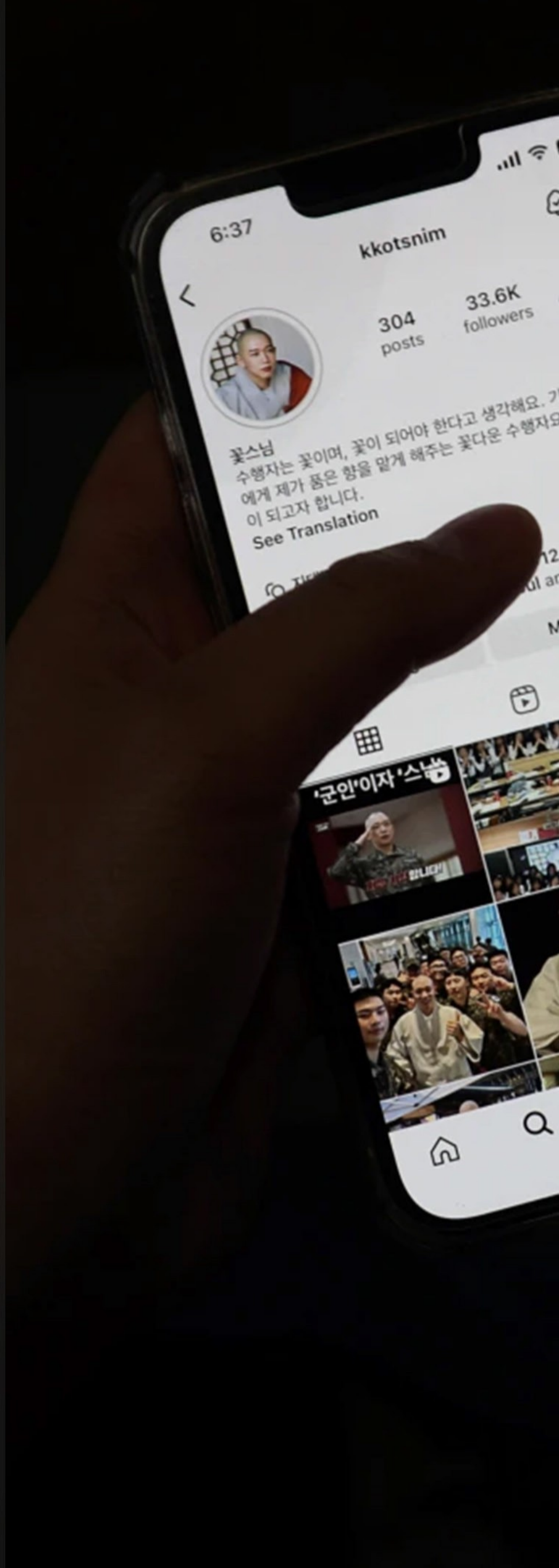


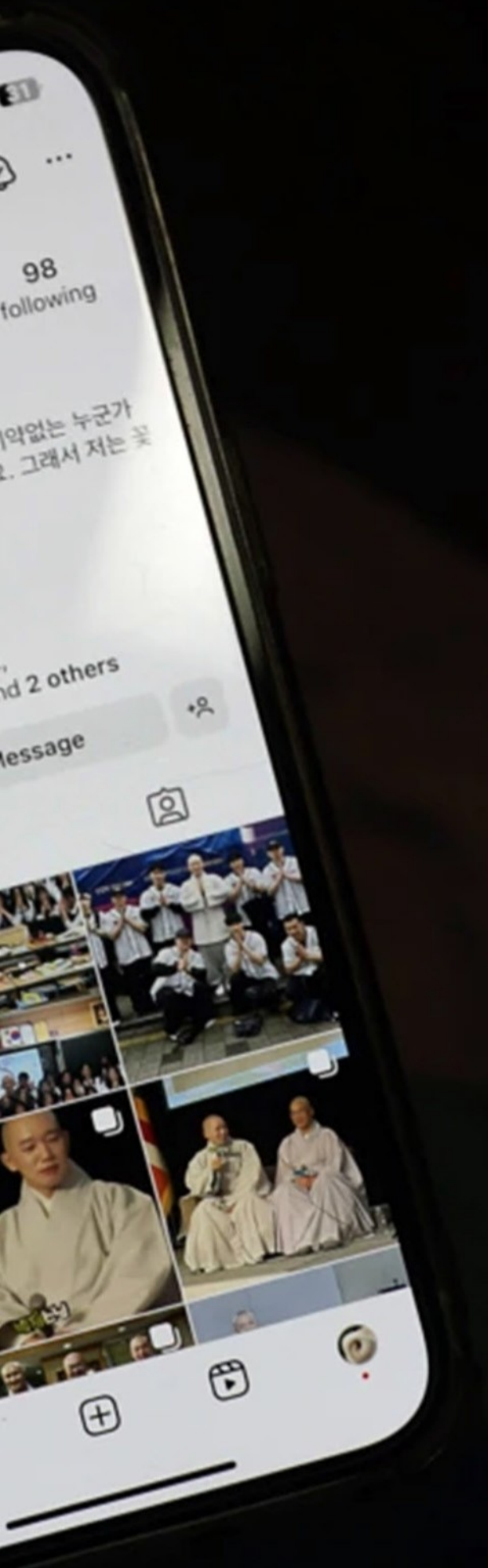
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YOUNG SOUTH KOREANS ARE INCREASINGLY DRAWN TO BUDDHISM VIA SOCIAL MEDIA-SAVVY INFLUENCERS

A South Korean deejay dressed as a Buddhist monk bounced up and down on stage while playing electronic music and shouting: "This too shall pass!" The performance brought cheers from a crowd of thousands at an annual lantern-lighting festival over the weekend to celebrate the Buddha's birthday.

Religious belief in South Korea has been on the decline for years. In 2021, just 22% of South Koreans in their 20s identified as religious, compared to 45% in 2004, according to a Gallup poll. But that might be changing as social media fuels an uptick in interest in Buddhism among young people.





The festival DJ, Youn Sung Ho, is a significant contributor to this trend. Youn, who is also a comedian, said he has received much support from the younger generations, especially Millennials and Gen Z, for his Buddhist monk alter ego, whom he calls NewJeansNim.

Youn said he created the persona last year when he was deejaying at the lantern-lighting ceremony. “I wasn’t NewJeansNim at the time. I was the comedian Youn Sung Ho. It was just my authentic self.”

But he wore a hanbok, the traditional Korean clothing that resembles a monk’s robe, and said the performance video drew millions of views on social media. “That’s when I thought, ‘Oh, I need to make a character quickly,’” he said.

He carefully built his alter ego while seeking support from Buddhist leaders in South Korea, trying to balance popular culture with authentic Buddhist teachings.

NewJeansNim is a hybrid moniker of Sunim, a Korean title for Buddhist monks, and NewJean, a Dharma name that a senior monk gave him, Youn said.

Youn’s DJ-monk persona has attracted many young South Korean adults to Buddhism, including Kwon Dohyun, a university student who attended the lantern-lighting festival with two friends and was excited to see NewJeansNim perform.

“Isn’t the hairstyle really hip?” Kwon told, adding that his interest in Buddhism also stemmed from the perceived inclusivity and openness of the faith.





Youn's popularity especially among young adults was apparent at the weekend's performance as they cheered while he sang lyrics from his latest song: "Suffering because your paycheck didn't go up... My stocks are down; Monday can't come soon enough."

Youn believes his attempts to break the traditional mold have struck a chord with young South Koreans. "It was so new and exciting to people for someone to make electronic music and make people jump, jump, in this serious, solemn religion of Buddhism," he said.

Youn said most people associate Buddhism with quiet temples in the mountains, wind chimes, chanting, quiet meditation and sitting still.

"People think these are Buddhism, but what I am doing now is the opposite," he said.

Another Buddhist who has been garnering young followers on social media is Venerable Beomjeong, who is also known as Kkotsnim, which means "flower monk" in Korean. He is active on Instagram where he communicates with Buddhists and non-believers alike.

Beomjeong frequently uploads photos of himself with captions featuring Buddhist teachings and his thoughts.

"People think monks are supposed to be noble, they are supposed to be in the mountains, they are supposed to be purer than anyone else," he said, adding he hopes to dispel such notions about monks and Buddhism in Korean society through social media.

He said he receives many messages asking him basic questions about Buddhism such as: Are monks not supposed to eat meat? Are monks





allowed to marry? He's also been asked: "Will you marry me?"

He said aims for his answers to be straightforward but carefully worded.

"I tell it like it is. I don't want to be too mystical or conservative, but I think I speak on behalf of the precepts and many monks in the Jogye Order, not just myself," he said.

Beomjeong and NewJeansNim both say their efforts to draw younger generations to Buddhism have left them open to criticism.

"Korean Buddhist monks had a perception of: 'How dare he flaunt his looks and does Instagram as someone who became monastic,'" Beomjeong said.

"There's feedback like: 'Oh, you're a fallen monk, and you're tarnishing Buddhism,'" Youn said.

But Youn said such criticisms come from people who resist change and that "young MZs (Millennials and Gen Z) who want and like new things are so welcoming and love it."

Beomjeong said he is happy to be considered an influencer if it means sharing messages about Buddhism with the public.

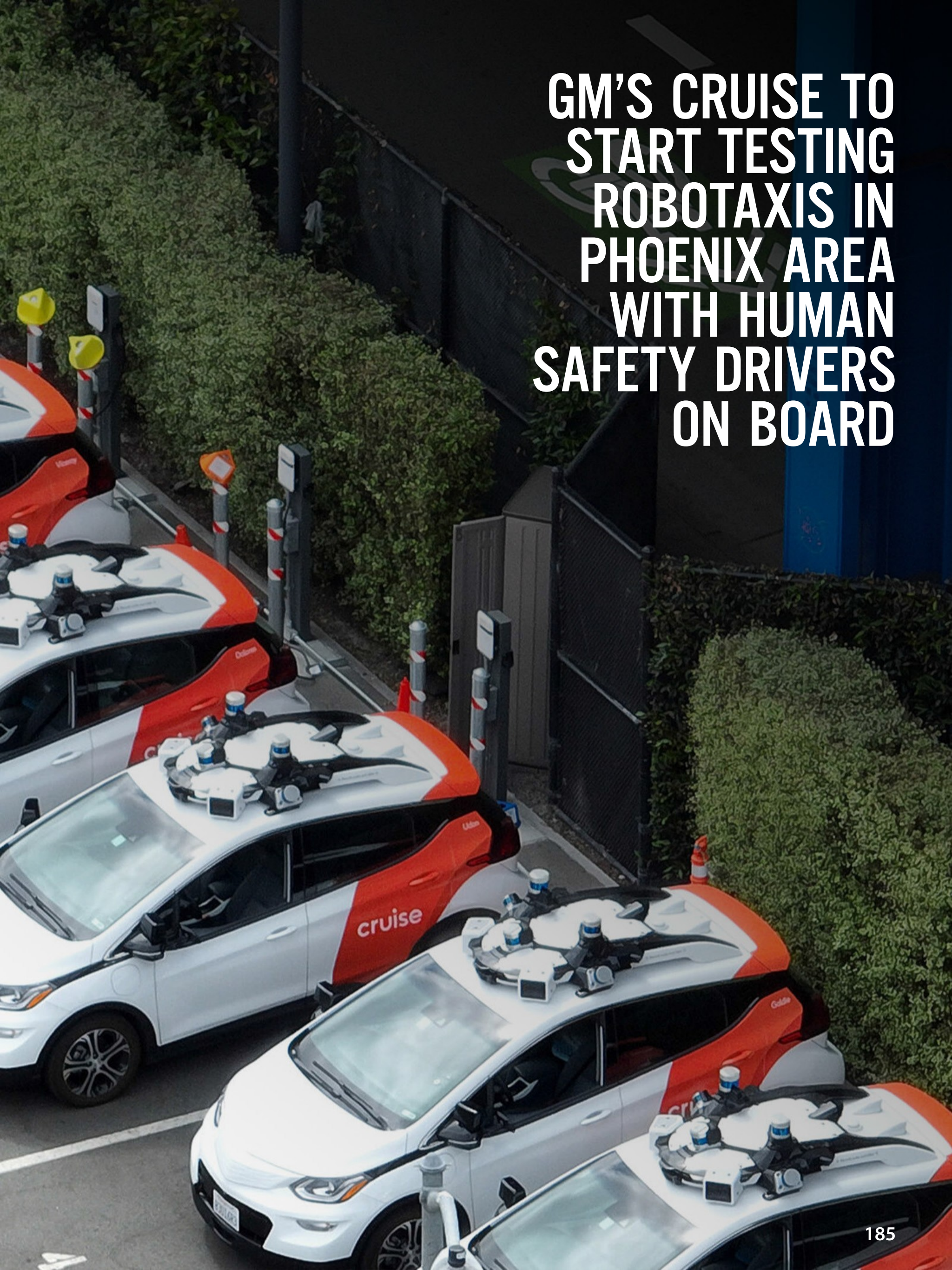
"I don't know what it means to be an influencer, but if I can get many people to see and hear what I say, I want to be an influencer," Beomjeong said. "It would be very good for me to spread the Dharma and help many people remove some prejudices about Buddhism through me. Then I think I've done my job."







GM'S CRUISE TO START TESTING ROBOTAXIS IN PHOENIX AREA WITH HUMAN SAFETY DRIVERS ON BOARD



General Motors' troubled Cruise autonomous vehicle unit said it will start testing robotaxis in Arizona this week with human safety drivers on board.

Cruise said that during the testing, it will check the vehicles' performance against the company's "rigorous" safety and autonomous vehicle performance requirements.

Testing will start in Phoenix and gradually expand to Scottsdale, Tempe, Mesa, Gilbert, Chandler and Paradise Valley, the company said. The vehicles will operate in autonomous mode, but the human drivers will be ready to take over if needed as the company takes a step toward resuming driverless operations.

Human drivers are important in testing the vehicles' performance "and the continuous improvement of our technology," Cruise said.

Cruise suspended operations in October when one of its Chevrolet Bolt autonomous electric vehicles dragged a San Francisco pedestrian roughly 20 feet (6 meters) to the curb at roughly 7 miles per hour (11 kilometers per hour), after the pedestrian was hit by a human-driven vehicle.

But the California Public Utilities Commission, which in August granted Cruise a permit to operate an around-the-clock fleet of computer-driven taxis throughout San Francisco, alleged Cruise then covered up details of the crash for more than two weeks.

The incident resulted in Cruise's license to operate its driverless fleet in California being suspended by regulators and triggered a purge of its leadership — in addition to layoffs that





jettisoned about a quarter of its workforce — as GM curtailed its once-lofty ambitions in self-driving technology.

A new management team that General Motors installed at Cruise following the October incident acknowledged the company didn't fully inform regulators.

Phil Koopman, a professor at Carnegie Mellon University who studies autonomous vehicle safety, said Phoenix is a good choice for Cruise to restart its operations, in part because it has less stringent regulations than the company faced in San Francisco.

The Phoenix area also has broad streets instead of narrow ones like San Francisco, and it has less traffic and fewer emergency vehicles, which caused problems for Cruise in San Francisco, he said.

"Good for them for being conservative," Koopman said. "I think that in their position, it's a smart move."





WAYMO IS LATEST COMPANY UNDER INVESTIGATION FOR AUTONOMOUS OR PARTIALLY AUTOMATED TECHNOLOGY







The U.S. government's highway safety agency has opened another investigation of automated driving systems, this time into crashes involving Waymo's self-driving vehicles.

The National Highway Traffic Safety Administration posted documents detailing the probe on its website early Tuesday after getting 22 reports of Waymo vehicles either crashing or doing something that may have violated traffic laws.

In the past month, the agency has opened at least four investigations of vehicles that can either drive themselves or take on at least some driving functions as it appears to be getting more aggressive in regulating the devices.

In the probe of Waymo, which was once Google's self-driving vehicle unit, the agency said it has reports of 17 crashes and five other reports of possible traffic law violations. No injuries were reported.

In the crashes, the Waymo vehicles hit stationary objects such as gates, chains or parked vehicles. Some of the incidents happened shortly after the Waymo driving system behaved unexpectedly near traffic control devices, according to the documents.

Waymo said NHTSA plays an important role in road safety, and it will continue working with the agency "as part of our mission to become the world's most trusted driver."

The company said it makes over 50,000 weekly trips with riders in challenging environments. "We are proud of our performance and safety record over tens of millions of autonomous miles driven, as well as our demonstrated

commitment to safety transparency,” the statement said.

Waymo, based in Mountain View, California, has been operating robotaxis without human safety drivers in Arizona and California.

Michael Brooks, executive director of the nonprofit Center for Auto Safety, said NHTSA’s more aggressive actions show that autonomous vehicles may not be ready yet for public roads.

The agency’s only enforcement power on autonomous vehicles, at present, is to open investigations and seek recalls, which it is doing, Brooks said. NHTSA has been criticized in the past for being slow to regulate Tesla and other companies that offer automated driving systems, but Brooks said things appear to have changed.

“Ultimately I think it’s a good thing here that they’re taking these steps, trying to figure out why these vehicles are acting the way they are,” Brooks said.

NHTSA said it would investigate the 22 incidents involving Waymo’s fifth generation driving system plus similar scenarios “to more closely assess any commonalities in these incidents.”

The agency said it understands that Waymo’s automated driving system was engaged throughout each incident, or in some cases involving a test vehicle, a human driver disengaged the system just before an accident happened.

The probe will evaluate the system’s performance in detecting and responding to traffic control devices, and in avoiding crashes









with stationary and semi-stationary objects and vehicles, the documents said.

Since late April, NHTSA has opened investigations into collisions involving self-driving vehicles run by Amazon-owned Zoox, as well as partially automated driver-assist systems offered by Tesla and Ford.

In 2021 the agency ordered all companies with self-driving vehicles or partially automated systems to report all crashes to the government. The probes rely heavily on data reported by the automakers under that order.

NHTSA also is investigating General Motors' Cruise autonomous vehicle unit after getting reports that the vehicles may not have used proper caution around pedestrians. Cruise recalled its cars to update software after one of them dragged a pedestrian to the side of a San Francisco street in early October.

The agency also has questioned whether a recall last year of Tesla's Autopilot driver-assist system was effective enough to make sure human drivers are paying attention. NHTSA said it ultimately found 467 crashes involving Autopilot resulting in 54 injuries and 14 deaths.

In the Ford investigation, the agency is looking into two nighttime crashes on freeways that killed three people.

The agency also pressured Tesla into recalling its "Full Self Driving" system last year because it can misbehave around intersections and doesn't always follow speed limits.

Despite their names, neither Tesla's Autopilot nor its "Full Self Driving" systems can drive vehicles

themselves, and the company says human drivers must be ready to intervene at all times.

In addition, NHTSA has moved to set performance standards for automatic emergency braking systems, requiring them to brake quickly to avoid pedestrians and other vehicles.

The standards come after other investigations involving automatic braking systems from Tesla, Honda and Fisker because they can brake for no reason, increasing the risk of a crash.

In a 2022 interview, then NHTSA Administrator Steven Cliff said the agency would step up scrutiny of automated vehicles, and the agency recently has taken more action. NHTSA has been without a Senate-confirmed administrator since Cliff left for the California Air Resources board in August of 2022.



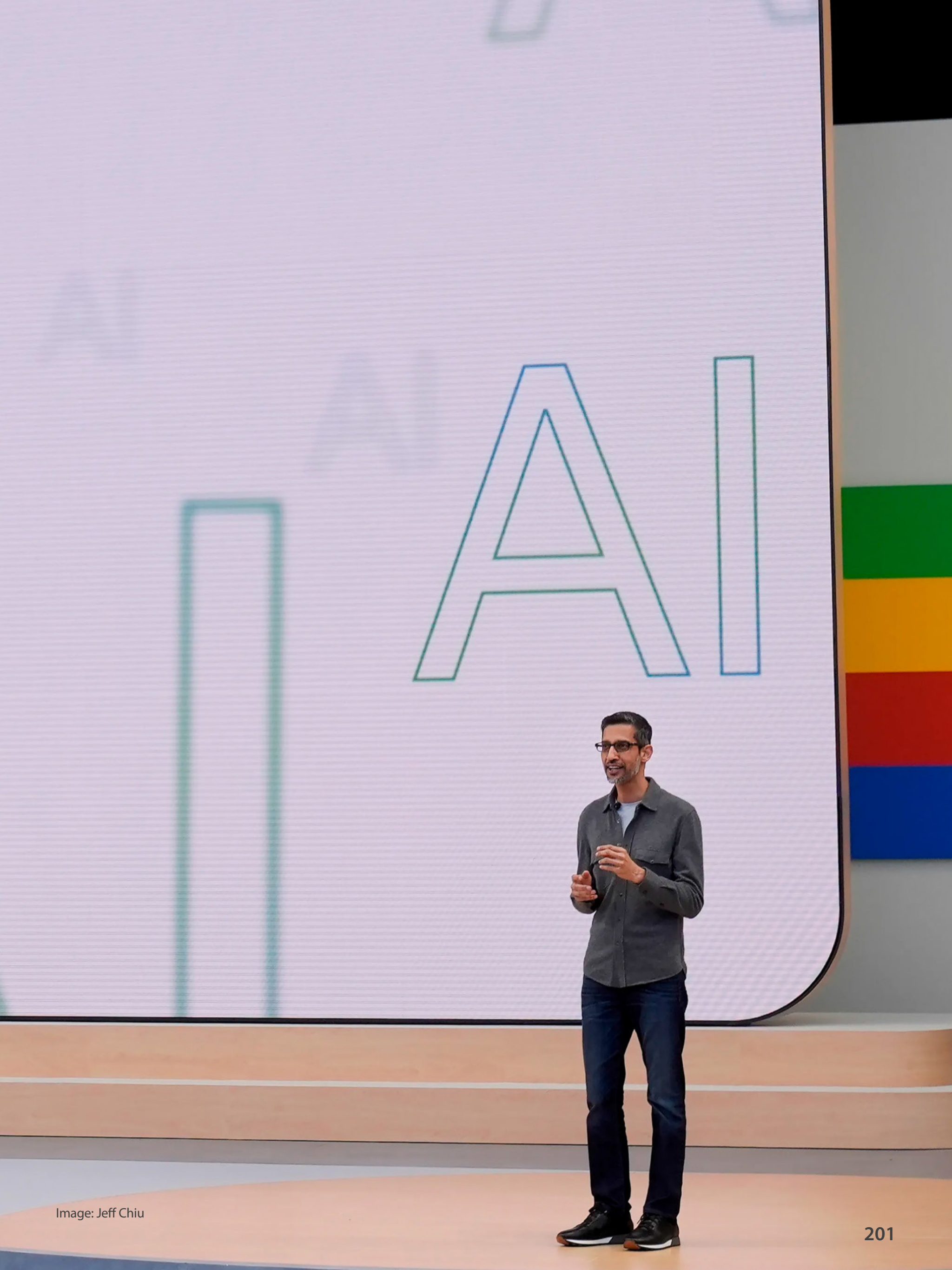


SENATORS URGE \$32 BILLION IN EMERGENCY SPENDING ON AI AFTER FINISHING YEARLONG REVIEW

A bipartisan group of four senators led by Majority Leader Chuck Schumer is recommending that Congress spend at least \$32 billion over the next three years to develop artificial intelligence and place safeguards around it, writing in a new report released Wednesday that the U.S. needs to “harness the opportunities and address the risks” of the quickly developing technology.

The group of two Democrats and two Republicans said in an interview Tuesday that while they sometimes disagreed on the best paths forward, it was imperative to find





consensus with the technology taking off and other countries like China investing heavily in its development. They settled on a raft of broad policy recommendations that were included in their 33-page report.

While any legislation related to AI will be difficult to pass, especially in an election year and in a divided Congress, the senators said that regulation and incentives for innovation are urgently needed.

“It’s complicated, it’s difficult, but we can’t afford to put our head in the sand,” said Schumer, D-N.Y., who convened the group last year after AI chatbot ChatGPT entered the marketplace and showed that it could in many ways mimic human behavior.

The group recommends in the report that Congress draft “emergency” spending legislation to boost U.S. investments in artificial intelligence, including new research and development and new testing standards to try and understand the potential harms of the technology. The group also recommended new requirements for transparency as artificial intelligence products are rolled out and that studies be conducted into the potential impact of AI on jobs and the U.S. workforce.

Republican Sen. Mike Rounds, a member of the group, said the money would be well spent not only to compete with other countries who are racing into the AI space but also to improve Americans’ quality of life — supporting technology that could help cure some cancers or chronic illnesses, he said, or improvements in weapons systems could help the country avoid a war.







Image: Nathan J. Fish

“This is a time in which the dollars we put into this particular investment will pay dividends for the taxpayers of this country long term,” he said.

The group came together a year ago after Schumer made the issue a priority — an unusual posture for a majority leader — and brought in Democratic Sen. Martin Heinrich of New Mexico, Republican Sen. Todd Young of Indiana and Rounds of South Dakota.

As the four senators began meeting with tech executives and experts, Schumer said in a speech over the summer that the rapid growth of artificial intelligence tools was a “moment of revolution” and that the government must act quickly to regulate companies that are developing it.

Young said the development of ChatGPT, along with other similar models, made them realize that “we’re going to have to figure out collectively as an institution” how to deal with the technology.

“In the same breath that people marveled at the possibilities of just that one generative AI platform, they began to hypothesize about future risks that might be associated with future developments of artificial intelligence,” Young said.

While passing legislation will be tough, the group’s recommendations lay out the first comprehensive road map on an issue that is complex and has little precedent for consideration in Congress. The group spent almost a year compiling the list of policy suggestions after talking privately and publicly to a range of technology companies and other stakeholders, including in eight forums to which the entire Senate was invited.

Age of A

A man with glasses, wearing a dark suit jacket over a white shirt, stands on a stage. He is gesturing with his hands while speaking. Behind him is a large blue screen with the letters 'AI' in white. The stage is lit with blue light, and there are some stage lights visible at the bottom left.

AI

The first forum in September included Elon Musk, CEO of Tesla and owner of X, Meta's Mark Zuckerberg, former Microsoft CEO Bill Gates and Google CEO Sundar Pichai.

Schumer said after the private meeting that he had asked everyone in the room — including almost two dozen tech executives, advocates and skeptics — whether government should have a role in the oversight of artificial intelligence, and “every single person raised their hand.”

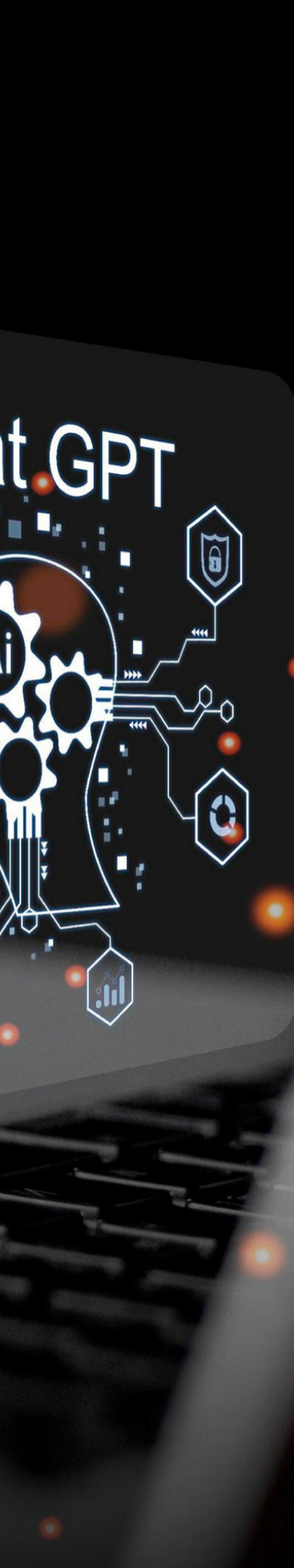
The four senators are pitching their recommendations to Senate committees, which are then tasked with reviewing them and trying to figure out what is possible. The Senate Rules Committee is already moving forward with legislation, voting on Wednesday on three bills that would ban deceptive AI content used to influence federal elections, require AI disclaimers on political ads and create voluntary guidelines for state election offices that oversee candidates.

Schumer, who controls the Senate's schedule, said those election bills were among the chamber's “highest priorities” this year. He also said he planned to sit down with House Speaker Mike Johnson, who has expressed interest in looking at AI policy but has not said how he would do that.

Some experts warn that the U.S. is behind many other countries on the issue, including the EU which took the lead in March when they gave final approval to a sweeping new law governing artificial intelligence in the 27-nation bloc. Europe's AI Act sets tighter rules for the AI products and services deemed to pose



Cha



t.GPT

the highest risks, such as in medicine, critical infrastructure or policing. But it also includes provisions regulating a new class of generative AI systems like ChatGPT that have rapidly advanced in recent years.

"It's time for Congress to act," said Alexandra Reeve Givens, CEO of the Center for Democracy & Technology. "It's not enough to focus on investment and innovation. We need guardrails to ensure the responsible development of AI."

The senators emphasized balance between those two issues, and also the urgency of action.

"We have the lead at this moment in time on this issue, and it will define the relationship between the United States and our allies and other competing powers in the world for a long time to come," Heinrich said.

THE FIVE THINGS YOU NEED TO KNOW BEFORE BUYING YOUR FIRST USED TESLA

It's a good time to be in the market for a used Tesla. Tesla's significant price cuts over the past year on its new cars have caused the prices of used Teslas to drop significantly. But buying a used Tesla isn't as straightforward as buying a used Toyota, especially if you've never owned one. Car experts outline five general tips for car shoppers who are in the market for a used Tesla.

PICK THE RIGHT TESLA FOR YOU

Most shoppers looking for a used Tesla choose between the brand's two sedans and two SUVs. The Model 3 is Tesla's smallest and most









affordable model. It's a small sedan that's about the size of a Honda Civic. The Model Y, Tesla's most popular model, is a small SUV based on the Model 3 that's comparable in size to a Toyota RAV4.

If the 3 and the Y are too small, or if you want a longer driving range and more power, consider the Model S or Model X. The Model S, which has been on sale the longest, is a sedan roughly the size of a BMW 5 Series. The final model to consider is Tesla's most expensive, the Model X. If you need an SUV with seating for more than five and like its cool falcon-wing doors, then the X is the Tesla for you.

KNOW THE DIFFERENT TRIM LEVELS

Tesla frequently tinkers with the trim level names, driving ranges, power and features for its vehicles. That makes used Tesla shopping a particular challenge because it can be hard to figure out exactly what you're getting.

For the Model 3 and Y, the base single-motor model is usually called Standard Range or Rear-Wheel Drive. It offers the least range and power. In the middle is the Long Range model, which typically has dual motors for all-wheel drive, more power and the longest range. The top Performance model also has two motors and boasts the most power, but it has less range.

In the Model S' earliest years, they were single-motor models named after the battery pack size, for example, the Model S 60. Tesla later introduced dual-motor all-wheel-drive versions and identified them with a D in the name. Performance versions had a P in the name. Later models were simply called Long

Range or Performance. The Plaid is the current performance model, and long-range models are now called All-Wheel Drive. The Model X follows a very similar nomenclature.

What happens when you're looking at a used Tesla and you're not sure what configuration it is? There's a menu you can bring up in the vehicle's touchscreen that will tell you. If you can't see the vehicle in person, you can input the vehicle's VIN into the government's VIN decoder to look up the vehicle's basic specs, such as its model year and whether it's a single- or dual-motor.

CHECK THE WARRANTY

All Teslas come with a four-year/50,000-mile factory warranty. The battery pack and drive unit warranty is the most important and what most Tesla shoppers care about because of the high cost to replace a battery pack. All models come with an eight-year warranty, but depending on the model, the mileage coverage ranges from 100,000 miles to 150,000 miles. Check out Tesla's vehicle warranty site for full details.

CONSIDER BATTERY HEALTH

An electric vehicle's battery capacity diminishes slightly with use. That means less driving range over time. It's not something to be overly worried about; Tesla claims its batteries degrade on average just 12% after 200,000 miles. However, if you're trying to decide between a few otherwise identical Tesla vehicles, go for the one with the least mileage.









WHERE TO BUY A USED TESLA

There are three ways to buy a used Tesla: directly from Tesla, from a used car dealership, or from a private seller. Buying from Tesla is the best route because the automaker performs a 102-point vehicle inspection and adds a one-year/10,000-mile warranty to the existing factory warranty. And because it's from Tesla, the listed features are accurate. On the downside, Tesla's used models can only be purchased online and you can't test-drive the one you want before purchase.

If you go to a used car dealership, you can test-drive the vehicle, but the dealership might not be familiar with Teslas and could inaccurately list its features. Dealerships could also be unfamiliar with Tesla's electric powertrains, which might affect the accuracy of the inspection they perform. Buying from a private seller might get you a good deal as well as potential insight into how the vehicle was driven and maintained. But buying a vehicle this way can be a hassle.

Navigating the used Tesla market can be tricky, but following these tips will help you land the Tesla you want.

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BEEN IN SUCH GOOD COMPANY



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